

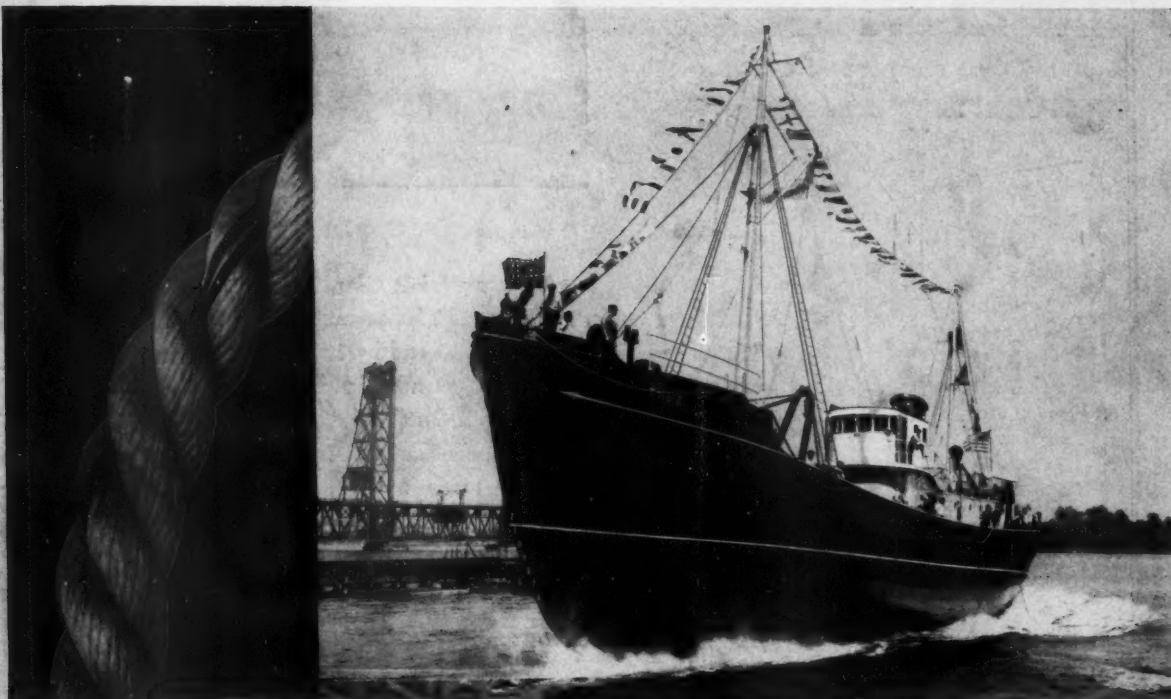
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ATLANTIC FISHERMAN

VOL. XVIII

Registered U. S. Patent Office
OCTOBER, 1937

NO. 9



4th in the Fleet—Columbian Rigged

THE Bath-built trawler *Tide* is going down the ways . . . fourth in the series of new 40 Fathom "Super Trawlers" added this year by the Bay State Fishing Company to its fleet of 15 fishing trawlers. And every foot of cordage on this splendid ship is Columbian Pure Manila!

Used and proved by her sister ships, the *Storm*, the *Surf* and the *Swell*, Columbian Rope was the natural choice of the *Tide's* owners and builders. Yes, Columbian is the dependable cordage that meets every test on these heavy-duty vessels.

COLUMBIAN ROPE COMPANY

362-90 Genesee Street
AUBURN, "The Cordage City," N. Y.

QUALITY
Controlled
every step of the way

COLUMBIAN
Tape Marked
Pure Manila ROPE

Boston Office and Warehouse

38 Commercial Wharf

"ETHEL S. HUFF" PROVES SUPERIORITY OF NATIONAL NET & TWINE PRODUCTS

CAPTAIN John Fairweather, with 28 years of gill netting experience, and two years the owner of the gill netter "Ethel S. Huff" says, "I have found National Net & Twine to be the best. I am so well satisfied that I have ordered three more sets of 16 boxes each of **COPPERTAN** Linen Netting."

Capt. Fairweather (right) inspects his nets.



Reeling the nets.



Loading the boxes of nets.



The boat is ready to leave for the grounds.

And Here's One Reason for Capt. Fairweather's Opinion

"ONE day last Winter we left Gloucester at 2:30 A.M. for the grounds, 15 miles off Thatchers. The wind was Southeast. We picked up our nets at 6:30 and by 12:30 we were through with our work of dressing 23,000 pounds of pollock. We started for port with the wind breezing up from the Northeast. Suddenly, when 8 miles off Thatchers, we broke down. By this time the wind had reached gale proportions, so we anchored and battled the 60 foot waves that were soon rolling over our boat. By luck another gill netter, Capt. Jimmie Parsons, noticed our predicament and rushed to our side, and took us in tow, but in 30 minutes the sea became so rough that the ropes parted. Then came Capt. Clark on the 'Virginia & Joan'. He took hold, but could not tow. Meanwhile Capt. Parsons headed for port, arriving at 4 P.M. and reported to the 'Harriet Lane' of the Coast Guard, which hurriedly came to our rescue. After a strenuous battle she pulled the 'Ethel Huff' into port at 4 A.M. the next morning. The storm continued to rage for days, and it was a FULL WEEK before we could go out to take in our nets. To our great surprise WE FOUND THE NETS IN PERFECT CONDITION."

CAPT. Fairweather further states, "After twelve months of continual use, our **COPPERTAN** linen netting is still unbreakable."

NATIONAL NET & TWINE DIVISION
LUDLOW MANUFACTURING & SALES CO.
211 Congress St., Boston, Mass.

Makers of
TANGLEFIN NETTING

New Diesel trawler "Tide"



"We chose Exide because of our favorable experience with these batteries in the past..."

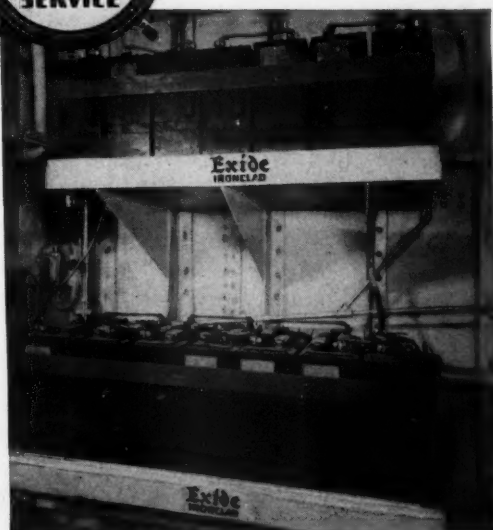
IN CONNECTION with the new super-trawler, "Tide," of the Bay State Fishing Company, Mr. John C. Malcolm, Marine Superintendent, writes:

"We chose Exide Batteries for our newest Diesel trawler 'Tide' which we have recently built because of the favorable experience which we have had with the Exide in our trawler 'Flow' for the past eight years. The installations in the new trawlers 'Storm,' 'Surf,' and 'Swell,' after nearly a year's service, have proven equally satisfactory."

The Exide-Ironclad Marine Battery installed in "Tide," the newest ship, consists of 56 cells of 319 amp. hr. capacity, and is used with the Exide Marine Floating Battery System. Electrical equipment protected by this battery includes a 7½-ton refrigerating unit for the fish hold, air-compressor, small refrigerating machine for cook's ice box, motor generator set for wireless room, centrifugal water pump, high pressure pump for boiler feed, lubricating oil pump, ventilating fans, two m. g. sets for submarine signals, fish hoist, and a complete lighting system.

**Exide
IRONCLAD
MARINE
SERVICE**

Trawler "Tide," built by Bath Iron Works, Bath, Maine



The Exide line includes 6 and 12 volt Exides for small boats, and 32 and 115 volt batteries, both Exide and Exide-Ironclad, for large craft—all of *genuine marine type and quality*. Save and play safe with an Exide. Write us for full information.

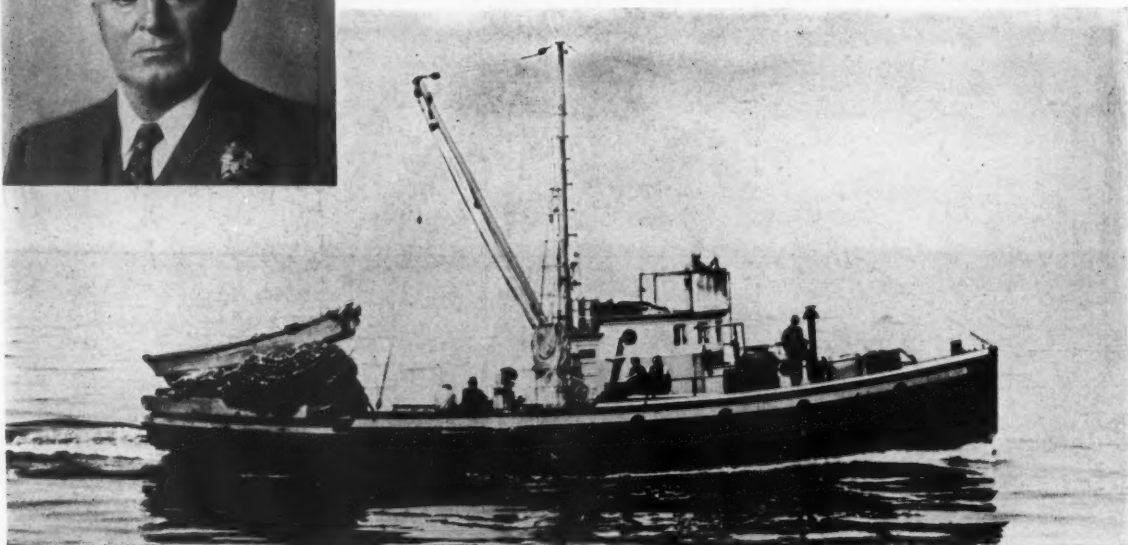
THE ELECTRIC STORAGE BATTERY COMPANY, Philadelphia

The World's Largest Manufacturers of Storage Batteries for Every Purpose

Exide Batteries of Canada, Limited, Toronto



CAPT. MITCHELL KULJIS
 Veteran Salmon and Sardine Fisherman
 owner of the
SUPERIOR-Powered "COUGAR"



Long a successful seine boat operator, Capt. Mitchell Kuljis, of Bellingham, Wash., knows from experience the important part a good Diesel engine plays in profitable fishing operations.

That is why he selected a 105 H.P. SUPERIOR Diesel for repowering his 65-ft. seine boat "COUGAR", which fishes salmon on Puget Sound and Alaska in the summer and sardines in California in the winter.

Ask Capt. Kuljis and he'll tell you that the "COUGAR" is in every way a better seiner with her new power . . . she's faster, more economical on fuel and lube oil, and above all dependable. She's always in the "Money".

SUPERIOR Diesels are the "BUY" word for commercial fishermen because there's a "RIGHT" model, weight and speed for every need.

THE NATIONAL SUPPLY COMPANY
 OF DELAWARE

SUPERIOR ENGINE DIVISION

LOS ANGELES, CALIFORNIA

SPRINGFIELD, OHIO

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Superior
DIESELS

HEAVY DUTY MODELS: 50 to 810 H.P., 250 to 720 R.P.M. • HIGH SPEED MODELS: 15 to 150 H.P., 900 to 1800 R.P.M.

USE THE NEW POSTAL NIGHT LETTER SERVICE

*Make it part of your
regular correspondence
routine...use it for overnight
speed...for dependability...
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● No wonder that business houses everywhere are switching to fast, dependable overnight communication that is available at amazingly low costs through the new Postal Telegraph Night Letter Service. Never before in all telegraph history have such staggering economies been possible.

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Under the new service, messages of more than 200 words can be sent for seven-tenths of a cent a word (beyond the initial 25-word base rate*) even from coast to coast. The *maximum* rate for a 25-word message between the most distant U. S. points on the map is only fifty cents...two cents a word!

Take full advantage of the economies offered by the new Postal Telegraph Night Letter Service. Use it for business and social messages. Call Postal Telegraph for further information.



AMAZING SAVINGS RANGE ALL
THE WAY FROM 20% TO 75%
AND BEYOND...DEPENDING
UPON LENGTH OF MESSAGE

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YOU'RE "IN THE MONEY"
WHEN YOU OWN A
COOPER-BESSEMER DIESEL



You make more trips . . . you land more fish . . . you net better earnings, when there's a Cooper-Bessemer Diesel down in the engine-room.

THAT'S the experience of scores of owners, and hundreds of crew members, up and down the Coast.

So, what's the use of "limping along" when you can "leap ahead" — to better profits!

The nearest Cooper-Bessemer representative is the man for you to talk to. Get him to tell you about the convenience, the reliability, the **ECONOMY** of the line of engines he sells.

A sure-enough money-maker is the schooner "Ramona", who started her profitable career with a 120-H.P. marine-gear Diesel, below deck. She's owned by Capt. Nils Soderberg, Old Point Fish Co., Pheobus, Va.



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Mt. Vernon, Ohio — PLANTS — Grove City, Pennsylvania

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Holmes & Narver Limited
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Gloucester, Mass.

Esplanade Building
Houston, Texas

640 East 41st Street
Los Angeles, Calif.

The Pacific Marine Supply Co.
Seattle, Washington

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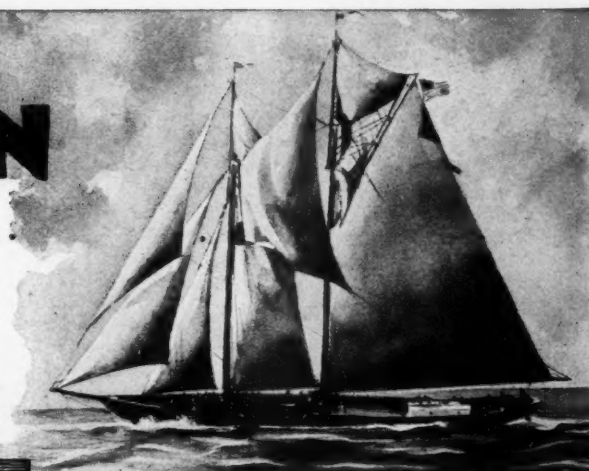
GARDNER LAMSON, *Field Editor*

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Covering the Production, Processing and Distribution of Fresh, Frozen, Filleted, Canned, Dried, Smoked, Salted and Packaged Fish and Shellfish.



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Fisheries Engineering—an Opportunity

DURING the present century, and especially the past 25 years, vast improvements have been made in the methods of handling, processing, transporting, storing, and merchandising of foodstuffs, due in large measure to research in chemistry, biology, physics and economics.

In order to survey some of these advances, a Food Technology Conference was held September 14-17 at the Massachusetts Institute of Technology, Cambridge, Mass., under the auspices of the M.I.T. Department of Biology and Public Health. In attendance were more than 500 scientists and executives of food and supply trade companies, representing not only the United States, but at least five other countries—Germany, France, England, Canada and Norway. The Conference, first of its kind ever held, was unanimously declared to be a distinct success, and may be the forerunner of an unlimited series.

Three papers dealing with the fishing industry were on the program. M. P. Vucassovich, of the Gorton-Pew Fisheries Co., Gloucester, Mass., discussed some of the problems encountered by his Company in canning codfish cakes, salt mackerel, clams, and other products. Louis Berube, Technologist of the Maritime Fisheries, Province of Quebec, spoke on "Modern Practice in Fish Preservation by Cold," describing the task of converting Quebec's 200-year-old industry of salting codfish for export into a domestic fresh and frozen fish business. "The Freezing and Cold Storage of Herring" was the subject of Dr. Thomas Moran and Dr. G. A. Reay, of the Low Temperature Research Station, Cambridge, England, and the Torry Research Station, Aberdeen, Scotland, respectively.

Several of the other speakers referred to the fishing industry. For example, Dr. W. H. Harrison, Research Director of the Continental Can Co., described with high praise the great improvements in canning technique recently adopted by Gulf Coast shrimp canners. Others, such as Dr. M. Piettre, eminent French scientist, referred to experiments in processing fish in discussing the handling of other foods.

The keynote of the Conference was that research in one field may be applicable, in part or whole, to other fields. It is possible, for instance, that the Stero-Vac process for canning fruit juices, invented by Dr. S. H. Ayers of the Crown Can Co., may merit the careful attention of packers of such fishery products as clam juice and bouillon.

This keynote was also evident when the list of distinguished speakers was studied, for many of them, although their Food Conference papers were on other subjects, have carried on fisheries research. Dr. E. J. Cameron of the National Canners

Association, whose work on shrimp and sardine canning is well known, spoke on "Recent Developments in Canning Technology with Reference to Spoilage Control." Dr. Carl R. Fellers, of Massachusetts State College, who developed a new method of canning Chesapeake Bay crabs, collaborated with G. A. Fitzgerald, chief chemist of the Frosted Foods Corp., in a paper entitled "The Vitamin A and C Content of Quick Frozen Fruits and Vegetables." Mr. Fitzgerald, too, has worked on fish and shellfish problems. Dr. Donald K. Tressler, author of "Marine Products of Commerce," spoke on the presence of Vitamin C in vegetables and the effect of processing for quick freezing. Also on the program were Dr. R. Plank of Karlsruhe, Germany, an outstanding authority on fish freezing, and several other noted speakers, including scientists of the American Can Co., who have solved many a fish canning problem. Gardner Poole, now head of the Frosted Food Sales Corp., and well known throughout the fishing industry, presided over one of the sessions dealing with refrigeration.

All told, our industry showed up to good advantage at the Conference, and it will be interesting to compare our progress with that of other divisions of the food industry at future conferences, especially as we are dependent very largely for our research work on the U. S. Bureau of Fisheries, National Canners Ass'n., can manufacturers, and a few colleges and states.

As good as this foundation is, it is not broad enough to maintain indefinitely our standing in the food field. We ought to pay more attention to the development of men trained in fisheries engineering, so that new blood and new ideas will stimulate further progress. No wide awake industry allows itself to become complacent about its methods and products, and there certainly are plenty of opportunities for improving our processes of freezing, smoking, canning, utilization of by-products, and the like.

So far as training facilities are concerned, Dr. S. C. Prescott, Dean of the Department of Biology and Public Health at M.I.T., has assured the ATLANTIC FISHERMAN that that world-famous institution will be glad to offer special instruction in the fisheries field, provided fish companies will assist in the establishment of such laboratories as would be necessary.

There should be enough young men interested in studying fisheries engineering, and enough companies willing to help establish courses in it, to convert Dr. Prescott's offer into a reality. Right now, with the inspiration of this first Food Technology Conference fresh in our minds, is an opportune time to consider it.

Special Problems in Fish Canning

M. P. Vucassovich, Gorton-Pew Fisheries Co., Ltd.,

Tells How Some Technical Points Were Solved

A PRODUCT with which we have had a particularly interesting experience is Gorton's Ready-to-Fry Codfish Cakes. Fully aware of the fickleness of the human appetite when appealed to by prepared food, we desired to make this product as perfect as possible before offering it to the public. An experienced chef was employed, armed with recipes for the making of codfish cakes in various proportions of ingredients. She was set to work in our laboratory, alongside our food technologist, who gave her every co-operation. It is surprising the number of unexpected problems that arose in an attempt to determine the best formula. Many combinations of fish and potato were tried, including different handling of the fish, different handling of the potato, and different kinds of potatoes. Such questions came up as, just how much potato? how much fish? what kind of potato? should potato and fish be cooked separately or together, etc.?

When it appeared that we had the right formula, we decided to let the consuming public be the real judge of whether the product was right and desirable. So we worked out a method whereby several thousand housewives in 16 separate states were given samples of the codfish and potato mixture in various proportions, prepared under different circumstances, with the request that they try it and give their opinions. This testing and experimentation covered a period of over 18 months. The results were carefully analyzed, studied, and tabulated, and it was not until a formula had been reached that aroused the enthusiasm of the major portion of the testing audience of housewives, that the product was actually marketed.

The opinion of the public, in the same way, was also attained as to the shape of the can, the color and design of the label, the price they would be willing to pay, and even the copy and illustrations to be used in the advertising. It is consequently little wonder that Gorton's Ready-to-Fry Codfish Cakes were a success right from the start. We simply took the consumer's order, then delivered exactly what she had specified as to quality, container, label, price, and even advertising.

While working in our laboratories on this product, which is composed of two parts potato and one part salt codfish, we found it getting dark in processing. We traced this to the starches of the potatoes caramelizing under the high temperatures of retorting. While the taste was not impaired, the product was far from pleasing to the eye. By lowering the pH value of this product, we eliminated this objection.

Salt Mackerel

A few years ago, we developed salt mackerel ready to use in oval cans. This product is an improvement over the bulk salt mackerel, both in that the over-night freshening is not needed and possibilities of spoilage while in possession of the grocer are eliminated.

There were a number of problems to solve: first, the length of the salting time according to the size of the fish; second, the length of the freshening; and third, the time and temperature for processing to give a product just the texture and taste of the old-fashioned salt mackerel.

When we believed that we had perfected this product, we began marketing to a limited extent. Unfortunately, it did not prove to be quite right. Some of our customers, however, urged us to try it again, for the demand for salt mackerel fillets in cans had always been great. We did try again, twice in fact. The third time we kept the fillets in brine in an incubator for 9 weeks, but they again proved unsatisfactory. That experience drove us to processing in the cans. Since then, it has never been possible for us to fill all the orders we receive for this product.

Milk and Onion Problems

With another product recently developed in our laboratories in which milk had to be used in its preparation, we found that in canning, this product got dark under the high temperatures of processing. This darkness was traced to the lactose in the milk. In order to overcome this objection, we had to eliminate this sugar, or most of it, so that the finished product would be as pleasing to the eye as to the palate.

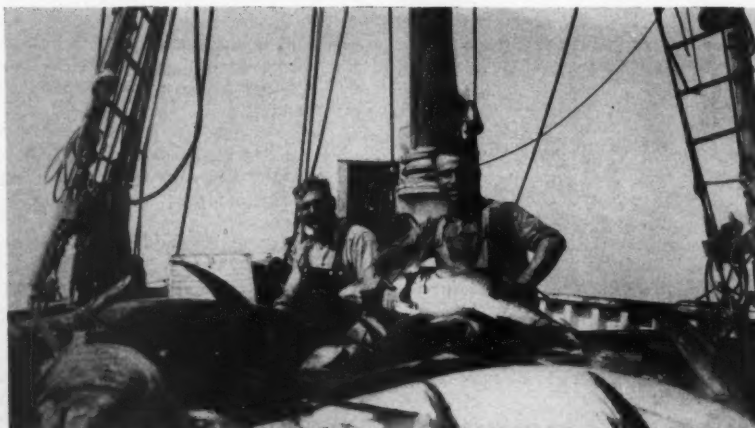
A certain amount of onion is incorporated in the formula of this product, but we soon found that a very strong odor was noticeable on opening the cans after they had been stored for some time. This was caused by the galic acid of the onion. Our first thought was to reduce the amount of onion, but this impaired the taste. Therefore, we had to leave the onion in its entirety and cover this undesirable odor with another desirable vegetable flavor of sufficient strength.

Tuna Canning

Our problem today is for us to be able to can any kind of fish which our boats bring in to us. This year we are packing tuna for the first time in the history of Gloucester. The Gorton-Pew Fisheries recently sent a man to the West Coast to get acquainted with this pack and we have adapted our canning plant to take care of this fish, rather than having our factories remain idle waiting for mackerel.

Research Staff

We are aided in our work by the use of three laboratories and a staff of chemists, biologists, bacteriologists and food technologists, all working in the development of the canning of fish and the use of its by-products. It is said that the packing houses make use of everything but the grunt. We do not even lose that, as the fish has no grunt. (Extracts from an address delivered by Mr. Vucassovich at the Food Technology Conference).



Capt. Peter Mecurio and Capt. Peter Guarrasi, co-owners and co-captains of the "Santa Maria", of Gloucester. They inaugurated tuna fishing this Summer, using Linen Thread Cones, and selling their catch to Gorton-Pew. Their boat has a Bludworth radio direction finder.

Trio Launched for General Seafoods

Outstanding Features Include Divided Fish Holds, Tripod Masts, Larger Winches for Deeper Fishing, and Maierform Hull Lines

THE most unique trawler launching of the year took place September 23 at the Fore River plant of the Bethlehem Shipbuilding Corp., Quincy, Mass., when three trawlers, built for the General Seafoods Corp. of Boston, hit the water in quick succession. Christened the *Annapolis*, *West Point* and *Yale* by three charming sponsors, the new vessels will soon be in service under the command, respectively, of Capt. Patrick Collins, Capt. Ivar Carlson, and Capt. Reginald Burgess.

The launching ceremony was most colorful, and was followed by an elaborate luncheon and reception. Several hundred guests were in attendance, including officers of General Foods Corp., as well as executives of General Seafoods Corp., representatives of the fishing industry and allied interests.

The trawlers are from the boards of John G. Alden, of Boston, with George Colley as associate naval architect in the design and in charge of construction and delivery for the owners. Also associated was Dwight S. Simpson.

Dimensions and Construction

The vessels are 146 ft. 8 in. overall, with a moulded beam of 26 ft. and a moulded depth of 14 ft. 4 in. The length between the fish hold bulkheads is 34 ft. 10 in. A speed of 12 knots under fair weather conditions when carrying an average load of 250,000 pounds of fish and ice is expected.

Hulls are built along Maierform lines. The designers took advantage of the data and experience obtained by the Maierform Company of America in the testing of a large number of trawler models in Germany and Holland tanks, from which data many of the latest North Sea trawlers have been built. The design as it then existed was developed for tank test one-tenth of the finished vessel size and exhaustive tests were made in the Hamburg tank. With the data thus obtained and with the complete previous data on trawlers, Maierform then developed the second model on which final tests were made and from which the ships were finally built.

In addition to all this preliminary work, the final design, at the time of the award of the construction contract to the Fore River Plant of the Bethlehem Shipbuilding Corp., was very carefully checked and scrutinized by the design department of this ship yard, several valuable suggestions were made and the final results were embodied in the three ships as they now exist.

The hulls are of heavier material than generally used, and are practically a completely riveted job. Very few holes were punched in the mill and these were punched undersize. All other rivet holes were drilled in place, giving a finished job of extremely high quality.



Sponsors for the three trawlers. Left to right: Mrs. Austin S. Iglehart, wife of the President of General Foods Sales Co.; Mrs. Udell C. Young, wife of a Vice-President of General Foods Corp.; and Mrs. J. L. Alphen, wife of the Vice-President and General Manager of General Seafoods Corp.

Stem and stern construction are worked out of furnace plates and are of the strongest construction so far used for this class of vessel, according to the designers. The longitudinal strength of the ships is maintained by a double girder construction throughout the length, these girders being a continuation of the main engine girders.

The turtleback aft is so designed that it protects the ship from heavy stern seas, but at the same time all lifeboat gear is accessible, and access can be had all around the rail if occasion requires. The bow framing has been especially worked to stiffen up this part for Winter work in ice, and the forecastle

head is enclosed rather than exposed as has been current practice.

Tripod Masts

One of the many innovations is the method of securing the foremast. Instead of staying the mast with the usual shrouds, which carry out to the side and are secured almost exactly where most of the work of handling the incoming net is concentrated, the mast is stayed with two stiff-legs or back struts leading outboard and forward to the forecastle head. The mast itself is of galvanized steel tubing of much greater strength than the usual wood mast. The struts are also tubing, and the actual weight of the complete assembly is not as great as the standard type of mast and stays. This arrangement leaves the working deck remarkably clear and should add greatly to the speed and safety of handling the net.

The design of the wheel house and bridge wings has been so worked out that there is good visibility all around. The windows have heat treated glass, with a glass area considerably larger than usual installations. The design of these windows allows clear vision during severe weather. The captain's quarters and radio room are both on the upper deck level.

The galley, on the quarter deck level, is separated by a screen bulkhead from the mess tables, which are on each side of a central passage. This bulkhead allows top circulation and makes a good arrangement both for cook and crew. Mess tables are fitted with steam tables to insure better food under bad weather conditions. Shipmate ranges are on all three boats.

Ample space for wet oilskins, boots, etc., has been provided both forward and aft, and the same holds true of the toilet facilities.

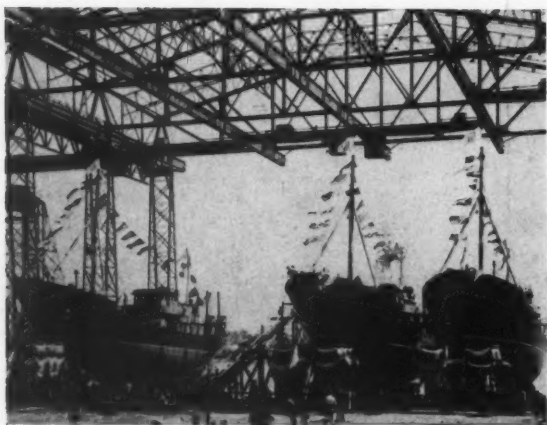
Below decks are four single staterooms and one double room, which allows two extra persons on board whenever necessary. In ordinary service, each trawler will carry 12 men forward, and six aft, plus the captain and radio operator.

Divided Fish Holds

Special attention has been paid to the fish holds. The main



Left to right: Capt. Ivar Carlson, "*West Point*"; Capt. Reginald Burgess, "*Yale*"; Capt. Patrick Collins, "*Annapolis*."



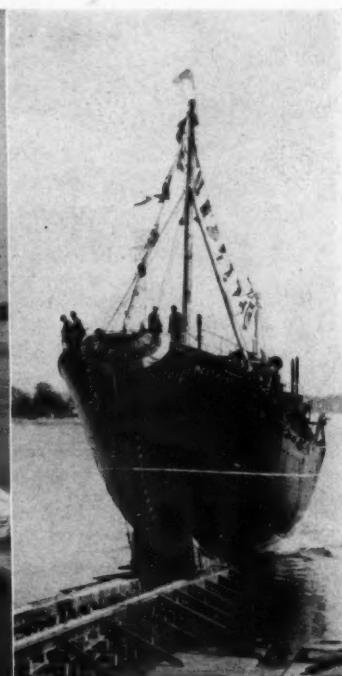
Flag-draped, ready to go. Note the Maierform type of hull.

hold is separated into two approximately equal parts by an insulated transverse bulkhead. A 3/16 in. nickel-clad steel, furnished by the International Nickel Co. through the Whitehead Metal Products Co., is used for the fish hold lining, with 20% of the thickness pure nickel. The 6 in. cork insulation, both overhead and on the sides of the holds, forms a good backing for the steel lining, which is also used overhead. The result of this arrangement, with its heavy insulation, permits the use of either hold without exposing the other to the outside air, and due to an arrangement of double pen board doors in the center of the bulkhead, the two holds can be made as one at will.

One of the three trawlers, the *Annapolis*, is fitted with refrigeration in the fish hold. Data will be kept to compare the difference in efficiency with that of the holds in the other two ships. All three trawlers are fitted with York Ice Machinery Co. refrigerator equipment in the galley.

Engine Room Equipment

The main engines are Cooper-Bessemer Diesels, rated at 650



The "Annapolis", "Yale" and "West Point" are powered with 650 hp. Cooper-Bessemer Diesels.



A good view of the unusual type of stern.

b.hp. at 260 rpm., with a bore of 15½ in. and a stroke of 22 in., and fitted with fresh-water cooling. Attached units include salt water and fresh water circulating pumps, bilge pump, fuel service pump, 25 kw. 110 volt Diehl generator, and a Gardner-Denver air compressor.

The steel forged shafts with bronze sleeves were designed by Bethlehem, as were the propellers.

The Kingsbury Machine Co. supplied the thrust and line bearings, and the thrust meter which measures the propeller thrust, giving direct readings for the various conditions of fishing, weight of fish in the trawl, etc. The stern bearing is of the Goodrich cutless rubber type.

The trawl winch generator engine is also a Cooper-Bessemer Diesel, and is a 4-cylinder, 9 x 12, 140 b.hp. at 450 rpm. The generator and direct connected exciter are of Diehl manufacture designed especially for this installation to give maximum hauling speed with safety to the trawl gear.

Auxiliary generators are in duplicate. Each set consists of a 25 kw. Diehl generator connected to a Model 4 JP Lister Diesel, 4½ x 5½, 4-cylinder, 40 hp. at 1100 rpm., supplied by the



(Left), Clarence Francis, President, General Foods Corp.



(Right), L. A. Greene, Sales Manager, General Seafoods Corp.

Wharf Machine & Electric Co., Inc. They are equipped for either hand or air starting, and have dry sump lubrication and Bosch fuel injection system. These units supply electricity for all auxiliary power and, in emergency, can also be synchronized for trawl winch operation.

The fuel transfer pump is so arranged that it can transfer fuel oil from either of the three fuel tanks to any other tank as desired, giving the engineer the ability to assist in trimming the ship with his fuel supply under various conditions of loading.

Lubricating oil for both main and winch engines is cooled in the circulating line. Piping arrangements are such that the coolers can be by-passed at will to control oil temperatures.

The Maxim Silencer Company supplied the mufflers for all the engine units. A special unit of the dust collector type was built up for the main engine.

Main and winch engines are fitted with Brown pyrometers, and all circulating water and lubricating oil lines are fitted with thermometers.

Particular attention was paid to accessibility of all units in the engine room. All main and auxiliary units can be worked from all sides, and a special arrangement of overhead trolleys and chain hoist equipment enables the engineer or maintenance crew to handle repairs with a minimum of time or trouble. A 'thwartship I beam leading out under the bridge wing, together with removable bolted doors in the house side, provides easy means of removal of equipment out to the main deck level. Ladders and gratings give easy access to both lower and upper engine room levels.

Trawl Winch and Gear

Trawl gear equipment, consisting of the trawl winch, deck bollards, checker stanchions, quarter rope stands, gallowes frames and miscellaneous small connected equipment, were all furnished by the New England Trawler Equipment Co., which also supplied the fish hoists on the forward deck. The trawl winches have a drum capacity of 900 fathoms of wire, which will enable the trawlers to fish in extremely deep water.

The electric drive and control equipment for the winches was supplied by the Diehl Manufacturing Co. and the Cutler-Hammer Manufacturing Co., respectively. The control is flexible and fast, and is designed to enable the operators to fish in rougher water than has previously been possible.

Other Electrical Equipment

The storage battery installation consists of 56 cells of Willard Heavy Duty Marine type, supplied by Green & Swett Co., and with a capacity of 400 ampere hours at the 8 hour rate. It is floated on the line and will be used to carry peak loads as required at sea, and for auxiliary excita-



John C. Wheeler (left), of General Seafoods Corp.; Fred B. Dick of Muncie, Ind.; Mrs. Wheeler and Mrs. Dick.



Gardner Poole, left, President of Frosted Foods Sales Corp., and J. Lawrence Alphen, Vice-President and General Manager, General Seafoods Corp.

tion for the trawl winch unit or for use in port as may be required. The battery installation is particularly accessible, the whole battery being located on top of the midship fuel tank. The work bench and ice machine for the fish hold are also located on top of this same tank.

The switchboard is the first of its type to be installed on a trawler. Its general design follows closely the "dead-front" type used in modern land installations, and although the U.S. Navy have used some of this same general design, it is held to be a distinct advance in this class of ship. The switchboard equipment is General Electric.

In general, throughout the ship the control and starter equipment is of Cutler-Hammer manufacture, while all motors are Diehl. An exception to this is the motor and starter for the fish hoist, which is of General Electric manufacture.

Navigational Aids

Each vessel is fitted with a Fathometer made by the Submarine Signal Co., and a 3626C, 750 watt RCA radio transmitter, made by the Radiomarine Corporation of America, and similar to the type used on trans-Atlantic ships. The spherical compass and binnacle were furnished by the Kelvin-White Co.

For steering, Edson machinery, made by the Edson Corp., was selected, including cast steel quadrants embodying certain improvements perfected in co-operation with the architects and the Fore River Plant engineers.

Steam for Heat and Liver Cooker

Heating is by steam in all after quarters, furnished by a vertical boiler of large capacity, equipped with Preferred Utilities oil burning equipment and controls. Sufficient steam will be available for a liver cooker under the turtleback aft. This is the first liver cooker installation to be made on any recent Diesel trawler. A completely enclosed steam, water and oil system is used to prevent, as far as possible, the odors from the livers and oil working their way through the ship. The liver



Port Captain Henry Atwood, and Port Engineer John Christopher.

cookers were made by the New England Trawler Equipment Co. under license from the E. L. Patch Co.

The lifeboat and davit equipment, the first of their type to be used on trawlers, was supplied by the Lane Lifeboat & Davit Corp. Launching boats in emergencies is greatly facilitated by this device.

Bottom paint manufactured by the Socony Paint Products Co. was used. This is a special paint developed for Socony tankers, and since found to meet the fishing industry's requirements. Aluminum paint is used in the fresh water tanks.

All three trawlers will use Essomarine fuel and lubricating oil, and Great Grimsby gear.

Cooperation in Design

At the very beginning of the original studies of the design of these ships, it was decided that classification by the American Bureau of Shipping was essential. Their great experience both in new construction and in the survey of damaged ships has enabled them to act as a well-qualified disinterested party. All details were discussed with their surveyors, and their help during construction was termed invaluable by the designers.

In addition, before the plans had crystallized, ideas and recommendations were obtained from the trawler captains, port captain, port engineer, and in fact all interested parties. This gradually resulted in a complete agreement as to what was needed, and also a close working harmony within the interested group.

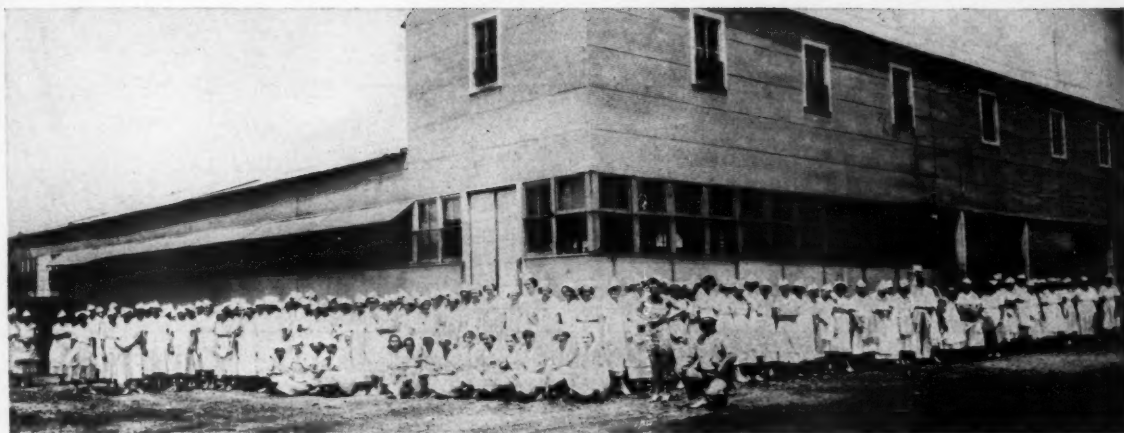
The sum total of all the best of the ideas, the careful planning, selection of equipment, and the construction is a credit to all concerned. The ATLANTIC FISHERMAN joins with the rest of the industry in wishing the *Annapolis*, *West Point* and *Yale* the best of success.

The General Seafoods Corp. is one of the largest producers and distributors of fish and fish products in the United States, and already operates a fleet of three Diesel trawlers, two steam trawlers, and two draggers—the *Amberst*, *Cornell* and *Dartmouth*, the *Harvard* and *Princeton*, and the *Andover* and *Exeter*.

Its modern plant, located on the Boston Fish Pier, is equipped with the most improved methods for the efficient handling of seafood.



A few of the guests at the launching: TOP ROW left to right: E. C. Badeau and L. Muller-Thym, International Nickel Co.; George Colley of the John G. Alden office, and Mrs. Colley; A. Needel, and Edwin Seaberg, Wharf Machine & Electric Co., Inc. SECOND ROW, left to right: L. C. McEwen, New England District Manager, Cooper-Bessemer Corp., with Mrs. McEwen and son Lawrence; R. B. Bedford, Jr., Standard Oil Co. of N. J.; three representatives of the Cooper-Bessemer Corp.—Delbert P. Allen of New York, Hewitt A. Gehres, Vice-President and Director of Engineering, Mt. Vernon, O., and Walter Souza of Gloucester. LEFT: Ralph H. Osborn, Boston Manager, and Charles W. Triggs, General Manager, of the Booth Fisheries Corp. RIGHT: John R. O'Donnell, O'Donnell-Usen Fisheries Corp.; E. H. Cooley, Mass. Fisheries Ass'n, with Mrs. Cooley and daughter.



The plant and some of the employees of the S. L. Lewis Crab Factory, Brunswick, Ga. Mr. Lewis is kneeling, in front.

S. L. Lewis Builds One of the Finest Crab Plants in the South at Brunswick, Georgia

ONE of the largest, most modern and best equipped crab plants in the South is located in Brunswick, Georgia, and owned by S. L. Lewis of that city, who operates under the trade name of the S. L. Lewis Crab Factory.

The original business founded by Mr. Lewis was established in North Carolina in 1930 and moved to Georgia in 1934. The present up-to-date plant was completed in the Spring of this year and has been operated daily to full capacity ever since.

The layout and all equipment and machinery for the building were planned and personally supervised by Mr. Lewis. The plant is 90 feet wide and 165 feet long, a complete three-unit establishment, with concrete floors throughout, metal sides and roof, and heated by steam heat.

Unique Washing System

Mr. Lewis has installed a new and unique washing system for the purpose of washing the crabs before and after picking. Each crab is automatically and separately washed in running water, and placed in a basket without being touched by hand. This water is supplied by two four-inch artesian wells, carrying 25 pounds of pressure. Each well is able to deliver 36,000 gallons of water per hour.

The concrete floors are elevated to the rear 18 inches, and to the center eight inches where the floor forms a six-inch drain. All side walls have a six-inch concrete curb.

Storage rooms are conveniently located within the plant for crabs both before and after being picked. Picking tables are equipped with center water gutters which carry the waste from the pickers to the river. The cooling tables are of 65-inch welded steel. Three process kettles are equipped with electric trains for loading and unloading. These trains pass the crabs to overhead tracks and carry the crabs to the tables. All baskets have dump bottoms.

Approximately 200 white girls are employed as pickers. All wear uniforms consisting of white, short sleeve dresses and caps of one pattern.

Each division of the plant has a supervisor, including a supervisor for each picking table. Regulations of the Federal Government pertaining to crabmeat production are followed closely, ensuring a fine, clean and wholesome product.

The crabs used by the Lewis Crab Factory are caught in the vicinity of Brunswick. Boats and equipment for crabbing are supplied to local fishermen by the plant, and their catches bought by the pound. The present supply of boats consists of 30 row boats and 20 small boats powered by Palmer motors.

Now under construction is a drying plant for crab meal, which will be operated in conjunction with the regular plant.

Maggioni Now Canning in Brunswick

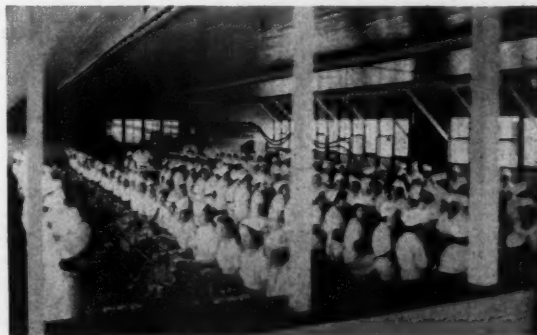
A branch of L. P. Maggioni & Company, shrimp canners of Savannah, Georgia, has been opened in Brunswick, Georgia, and is now operating in full swing under the management of Malcolm W. Fleming.

Although the Company has operated from Brunswick before, the installation of a canning department is a new addition to its activities. A number of boats have been engaged and their catches are being canned both wet and dry. Mr. Fleming reports that catches have been good and that he expects the supply to be sufficient to enable the plant to remain in operation for several months.

Georgia Oyster Grounds Surveyed

The sanitary engineer of the Georgia Department of Agriculture, E. A. Nealy, has surveyed the rivers and waters of the coast in order that handlers of Georgia oysters may meet all state and federal regulations.

Georgia oysters were prohibited from interstate shipment last year after an engineer appointed by the State Department of Agriculture was not approved by the Federal Department. Don McCaskill of Saint Simons Island has been appointed oyster inspector for Glynn, McIntosh and Camden Counties and is assisting Mr. Nealy in his work. Both Nealy and McCaskill state that with the proper cooperation there will be no difficulty in having Georgia oysters approved.



Part of the interior of the Lewis plant.

Great Lakes

Fishermen Meet to Write New Rules for Industry

MEETINGS of Wisconsin commercial fishermen in all lake shore and Green Bay counties were held in September to elect advisory committees to assist the conservation commission in writing new rules for the industry.

A representative of the State Department was present at each meeting to act as temporary chairman. The county committees are scheduled to meet early this Fall to draft what they deem to be proper rules.

Meetings were held in Milwaukee, Racine, Kenosha, Manitowoc, Kewaunee, Sturgeon Bay, Green Bay, Oconto, Marinette and Sheboygan.

The county committee system was suggested originally by Nelson LeClair, Two Rivers fisherman and a member of the six-member conservation commission, which has the final authority to draft rules on all conservation matters.

The meetings marked the first action of the Wisconsin Conservation Department under the new law, which brings the entire commercial fishing business under its control.

Nets Damaged by Thieves

Nets belonging to the Smith Bros. Fish Co. and the Ernisse Fish Co., Sheboygan, were damaged to the extent of \$200 as they hung on the reels near the fish shanties in the harbor. Police ordered a search for the thieves who cut and stole lead weights from the nets.

New Law Establishes Minimum Lengths

Illinois has recently put into effect a law establishing minimum lengths for certain species of fish that can be sold in that State. As will be noted, some fish taken legally in other States cannot now be sold in Illinois.

Minimum lengths set up are, for bass, rock or warmouth, 6 in. undressed; bluegills, 6 in. undressed; buffalo, 12 in. dressed or 16 in. undressed; bullheads, 6 in. dressed or 8 in. undressed; catfish (except spoonbill), 10 in. dressed or 13 in. undressed; carp, 12 in. dressed or 16 in. undressed; perch, 6 in. dressed or 8½ in. undressed; pickerel, 16½ in. undressed; walleyed pike, 12 in. undressed; sheephead, 9 in. dressed or 12 in. undressed; lake trout, 1¼ lbs. dressed; whitefish, 1¾ lbs. dressed. No size limits are imposed on blackfins, chubs, herring or long-jaws, or frogs.

According to the law, no fish shall be considered "dressed" unless the head has been removed.

New Boats Added to Fleet

Several new boats have been added to the Great Lakes fishing fleet recently. Among them are the *Pelican*, a 40-ft. gill netter, owned by Alfred Anclam of Baileys Harbor, Wis.; *Ione*, 42½-ft. tug, owned by Ole Frostman of Bayfield, Wis.; and the *Mary Lou*, built and owned by Henry and Jo Propson of Sturgeon Bay, Wis.

Wisconsin Fishermen Get Million-Dollar Catch

A million dollars worth of fish—13,419,105 pounds—was taken from Lake Michigan and Green Bay waters by Wisconsin commercial fishermen in 1936, according to a report just released by B. O. Webster, superintendent of fisheries, Wisconsin Conservation Department. Webster announced that fishermen received \$1,076,146 for their fish.

Fourteen varieties were taken: lake trout, whitefish, herring, perch, chubs, smelt, wall-eyed pike, pickerel, suckers, carp, catfish, bullheads, lawyers, and crawfish. Smelt figures do not include the hundreds of tons taken in rivers during the Spring run. Totals do not include those of fishermen working from Lake Superior ports.

Of the port counties, five report catches over a million pounds, with Door first (4,137,272), Brown second (1,982,523), Marinette third (1,889,961), Oconto fourth (1,244,830), Manitowoc fifth (1,122,782).



The "Nautilus", Capt. Philip G. Hyer, Georgetown, S. C. Equipped with a 100 hp. Superior Diesel with 3:1 reduction gear, Hyde propeller and Willard batteries.

Virginia

Expects A New High In Trawling Industry

By Sandusky Curtis

TIDEWATER Virginia is headed for a new high in the trawling industry if the pre-season predictions of local seafood leaders for 1937-38 are fulfilled.

Such executives of plants as I. T. Ballard of the Ballard Fish and Oyster Company in Norfolk, and Sol Fass of Isaac Fass Company in Portsmouth, reflect optimistic viewpoints as they discuss the outlook for the fishing business in the coming days.

The fishing industry is already feeling the pulsations of orders from many parts of the union. An investment of more than a quarter of a million dollars in shore and sea equipment is expected to yield one of the largest returns in years.

"Linta" First Again

Distinction of being the first Gloucesterman to reach local waters goes to the *Linta* for the second successive year. However, Mr. Ballard explained that the real rush of trawlers from Gloucester and other points would not be on much before the first of the new year. He said that from news which had come to him of preparations on the North side of Hampton Roads, seafood businesses in Newport News, Hampton and Phoebus were feverishly preparing to do a big business, one that they hoped would be record-shattering.

Oystermen Prospering

Nationwide explosion of the "R" month myth is helping the oystermen to get back some of the money lost in lean years. The real spurt in the Norfolk and Tidewater plants came after October 1 when the public rocks were thrown open, giving thousands of tongers an opportunity to ply their trade.

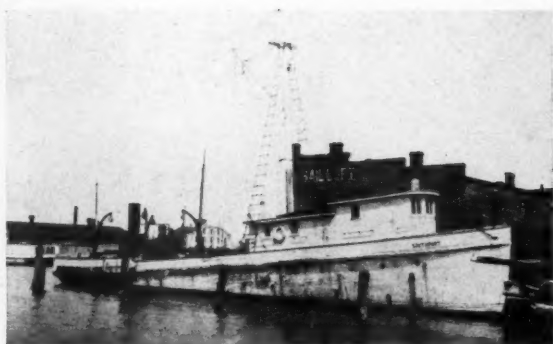
Quality of the oysters is good and the size, for this time of the year, appears to be satisfactory to the shucking plants as well as to the consumers.

Commissioner Richard Armstrong of the Virginia Fisheries Commission stated that a decision would be rendered at the October meeting as to the opening of oyster beds in the York River. These beds were planted under commission supervision.

Along with fish and oysters, crabs are in the seafood limelight at the present time.

Crabbers to Meet

Persons interested in the Winter dredging of crabs are invited to attend a meeting of the Virginia Fisheries Commission at Newport News October 25. At this time the season for dredging will be determined. A larger supply of crabs than usual is expected to start things booming for those who dredge for a living.



"Southport", owned by Llewellyn Phillips, Morehead City, N. C., and commanded by Capt. Thomas Willis. Equipped with a 100 hp. Fairbanks-Morse semi-Diesel.

Maryland Tongers Rush to Oyster Beds as Season Opens

By Edward Bowdoin

THE bars against tonging for oysters in Somerset and several other counties of Maryland were lifted on September 15, beginning what doubtless will be a most profitable season both to the shippers and to the laborers.

All along the Atlantic Coast and in several Maryland counties the tonging season began on September 1st and reports from those places are generally fair and optimistic, with even brighter prospects as the season advances. The oysters taken so far have been of fine quality.

Previous to the opening of Somerset to tonging, the watermen of Crisfield had been extensively preparing for its beginning by repairing and painting boats, buying new implements or testing out the ones used last year.

The large plants of the John T. Handy Company, W. H. Dryden and Company, C. A. Loockerman, W. P. Hickman Company, Charles Howeth, I. T. Tyler, Milbourne Oyster Company, Wallace M. Quinn Company, E. R. Dize and Company, Z. Ward and Son, and many others, had been put into first-class condition so that the packers would be ready to begin operations.

As in most every instance in other counties, the first oysters to be brought here were lean but of excellent quality. The extremely hot weather at the beginning of the month and pre-



Capt. and Mrs. M. A. Bishop of West Palm Beach, Fla., aboard their charter boat "Amberjack", which has a Palmer engine. Capt. Bishop operates out of his own dock.

vious to that prevented the oysters from fattening but the present cooler weather will considerably aid their growth.

Requirements to be Met

Oyster packers of the Eastern Shore of Maryland have been informed of requirements they must meet, under the Bureau of Foods and Drugs of the State Department of Health, in order to have their products accepted for sale within and without the State of Maryland.

These expire at the close of the season and must be renewed. Each is registered with the Department and marked on containers in which the oysters are shipped. The importance of proper lighting, ventilation, sound flooring, an adequate water supply, and the health and cleanliness of persons working around the packing houses have been emphasized by health officials.

Dorchester County Beds Open Earlier

In Dorchester County, where the tonging season opened on September 1st, the Choptank River, which is the only body of water open to the tongers at that early date, was well dotted with sailing and motor vessels hovering over the beds. Other counties which allow tonging in early September are Kent, Queen Anne, and Talbot. On September 15th the waters of Somerset, Wicomico, and Charles counties were opened. At the same time bars were lifted on the Patuxent River and tributaries in Calvert County, and the Patuxent and tributaries and Potomac River proper in St. Mary's County.

Ocean City Foresees Expansion

This is the second year that Ocean City, Md., has operated an oyster business. A few oysters were shipped from that point last season but a much larger supply is expected this year. More oysters have been planted and those which were planted three years ago will be ready to dredge. Reports from the Delaware Bay are that this section will also have an increased supply.



J. E. Burrus, W. O. Tillet, R. A. Hopkins and R. E. Burrus, all of Manns Harbor, N. C., at the R. A. Hopkins fish house. They fish about 30 pounds nets, all made of Linen Thread Co. netting.



Party boat "Atlantic", owned by Capt. Tom Carman, Freeport, L. I. Equipped with a 175 hp. Hall-Scott with 3:1 reduction gear, Columbian propeller and Exide batteries. Although 65 ft. long and heavily built, she makes 14 mph.

Vineyard

Fishing Activities For September Reviewed

By J. C. Allen

THIS report covers September, the end of which may properly be said to mark the end of Summer fishing, if any.

Fall fishing actually begins before the end of the month, but Summer fish, like the season, linger on for a spell. So, casting up accounts, the Wheelhouse Loafer who pilots this column would opine that we in these latitudes have seen many a worse month and many a worse season, taking all things full and by.

Here's the way the thing stacks up from our observation point at Skiffs Island. To begin with, trap-fishermen had the poorest season that ever was since Noah baited the first tub of trawl. All of 'em got a slant at the mackerel, which were worth a price after the middle of the season, but most of 'em got their fish when the price was down.

Otter-Trawlers Have The Luck

But luck picked up with the otter-trawlers. Beginning with the first of the month, things got better until just before the Loafer sat down to write, when Sam Cahoon hailed and wanted to know if there wasn't some driftwood planks laying around that he could get to make sideboards. He claimed that his fish pier was overloaded and that he had exhausted all the local lumber supplies in adding on to his caplogs and pens. So there you are.

Fair Swordfish Catch

In spite of fog and heavy weather, the local catch of swordfish for September was very fair. It was really a devilish wonder that any were caught at all. They probably wouldn't have been if they hadn't all caught cold and asthma during the thick weather and breathed so loudly that the boys heard 'em.

Offshore Lobstering Picks Up

Lobsters picked up on all the offshore grounds during the month, but inshore ledges yielded a very small catch. There was nothing doing there, in fact, and the gear either came ashore early or was shifted into bold water. But those lobsters from outside were about the best of the season, size and quality considered, and the price held steady.

Plenty of Fish for Draggars

About the draggers, there was some wind in August, enough to stir up the water and chase the flukes. Near the first of September, the yellowtails struck, middling early according to some of the lads, and they have been running chin-deep to a dinosaur ever since. Blackbacks struck, too, and then the flukes came back on the bearings and the prices of these fish have been something to postcard home about.

Wanted—New Bluefish Bait

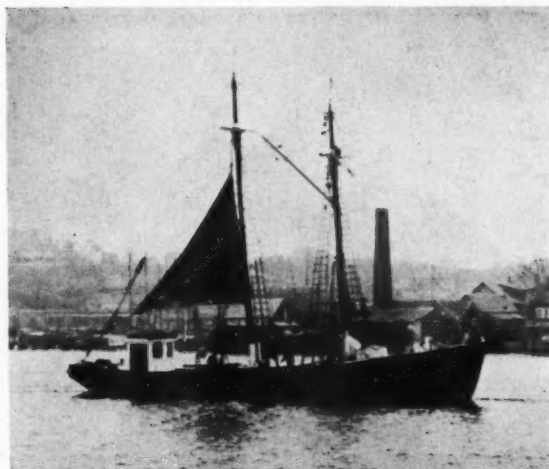
There are some forty good men and true hereabouts who would admire to learn of a new bluefish bait. Although the only place where bluefish have not schooled is in the potato patches, still nobody has made any killing, all hands telling the same tale: namely, that they don't seem to feel like biting. Only Capt'n Charlie Welsh has brought in anything like a trip and he doesn't know how he did it! Ernest Sidelinger, who has the deepest voice in Dukes County, says: "He talks to 'em!"

Excellent Drailing for Bass

There have been more striped bass taken in these waters this year than has been known since the Loafer was born. Few fishermen got any number close aboard of the Vineyard, but the gang around Cuttyhunk have nailed 'em for weeks. Drailing, mostly.

Hand-Lining Improves at End of Month

Hand-lining is the best it has been for the season, at this, the after part of the month. Sea-bass have not run well this year, but scup have been plentiful on the ledges, and the price has been unusually good. Tautog have also picked up well and the price is as good as it has been since the depressoin.



The "Alice and Mildred" of Gloucester, equipped with a Cooper-Bessemer Diesel and Edison batteries.

Boston Fish Pier Landings

(Hailing fares. Figure after name indicates number of trips.)

Adventure (4)	378,000	Loon (3)	215,000
American (1)	62,000	Magellan (1)	54,000
Amberst (3)	468,000	Maine (4)	430,000
Andover (3)	256,500	Maris Stella (2)	179,000
Arlington (2)	257,800	Marjorie Parker (3)	115,500
Atlantic (3)	258,500	Mary & Julia (3)	165,000
Bettina (3)	209,000	Mary E. O'Hara (4)	193,500
Boston (4)	445,000	Mary Jane (1)	82,000
Boston College (4)	386,000	Mary P. Goulart (4)	261,000
Brant (2)	178,000	Mildred Silva (1)	56,000
Brookline (4)	508,000	Neptune (3)	258,000
Cambridge (3)	226,000	Newton (3)	331,000
Comber (3)	352,000	Notre Dame (2)	242,000
Corinthian (2)	108,000	Ocean (4)	505,000
Cormorant (3)	349,000	P. J. O'Hara (2)	120,000
Cornell (2)	192,000	Plymouth (3)	315,000
Curlaw (4)	233,700	Pollyanna (3)	217,000
Dartmouth (4)	459,600	Princeton (3)	505,000
Dawn (1)	52,000	Quincy (3)	274,500
Delaware (5)	456,000	Rainbow (3)	142,000
Donald (4)	394,000	Raymonde (2)	98,000
Dorchester (3)	282,000	Rhodora (3)	177,000
Ebb (2)	254,000	Ripple (3)	269,600
Edith L. Boudreau (1)	49,000	Rita B. (3)	157,200
Elk (1)	67,000	Saturn (4)	576,000
Exeter (4)	244,800	Sea (2)	173,000
Fabia (4)	389,000	Shamrock (4)	315,000
Flow (3)	358,000	Shawmut (3)	212,000
Foam (2)	180,000	Spray (3)	347,000
Fordham (4)	352,000	Storm (4)	455,000
Frances C. Denehy (1)	72,500	Superior (3)	167,000
Georgetown (1)	53,500	Surf (3)	278,500
Geraldine & Phyllis (4)	307,000	Swell (3)	364,000
Gertrude Parker (2)	122,000	Teal (2)	175,000
Gossoon (3)	229,000	Teazer (2)	80,000
Gov. Al Smith (2)	107,600	Thomas Whalen (4)	457,500
Harvard (1)	101,000	Tide (4)	472,500
Helen M. (3)	125,500	Trimount (3)	358,000
Heron (2)	164,000	Triton (4)	368,000
Holy Cross (4)	361,000	Vagabond (4)	150,000
Illinois (3)	324,000	Venture II (2)	107,800
Isabelle Parker (3)	242,000	Whitecap (3)	316,000
Joffre (2)	143,000	Wild Goose (2)	166,000
Killarney (1)	74,300	Wm. J. O'Brien (3)	279,000
Kingfisher (3)	232,000	Wm. L. Putnam (3)	223,000
Lark (4)	259,000	Winchester (3)	426,000
Laura Goulart (2)	138,000	Winthrop (4)	482,000
		Yankee (1)	66,000

Gloucester

Gill-Net Fleet is Largest in Twenty-Seven Years

ONE of the two new additions to the Gloucester gill-net fleet this year is the 46 ft. power boat *Marjorie and Roy* which was launched on September 22 by the owner, Doane S. Nickerson of Lanesville, from the Consolidated Lobster Company's wharf at Bay View.

The vessel is powered with an 85 hp. Oscar Smith Ford-conversion sold and installed by the Cape Ann Motors Co., and equipped with Joes reverse and reduction gear.

The second new gill-netter to join the fleet this Fall is the *Poseidon*, which made her maiden lift on September 21, landing 3,000 pounds. This craft is owned by Henry Oakes.

On September 22 it was reported that there were 24 boats already in the gill-net fleet, with at least 10 more scheduled to change over to this 27-year-old industry, thus making the largest gill-net fleet in that period.

The *Gertrude DeCosta*, which has not been gill netting for several years, has been altered for this type of fishing, and is to be skippered by Capt. Charles Nelson, who has been out of this branch of the industry for some time.

New Engine Installed

The sch. *Doris F. Hawes* has a new 180-horsepower Fairbanks-Morse Diesel, sold through the agency of Russell N. Tirrell. She is all set for a season of gill netting.

Vessels Changing Over to Drugging

There were busy days last month at the United Fisheries Wharf with several of the swordfishing schooners fitting out for drugging and changing over for their Winter's work. The *Evelyn G. Sears*, *Paolina*, *Portugal* and *Elva and Estelle* were among those to be changed over first, and were expected to sail drugging the latter part of last month. They will remain fishing out of Gloucester until the first of the year when they will move Southward to spend the Winter.

Others to change over last month included the *America*, Capt. Gil Lafford; and the *Theresa and Dan*, Capt. John Hall. These two vessels were to leave directly for the South for the Winter.

Others to engage in drugging this Fall are the *Josephine and Margaret*, *Emma Marie*, *Funchal* and *Cape Ann*.

Swordfishing Season Closes

The last two swordfishing craft to arrive at the Boston Fish Pier with their final trips of the season were the *Balilla*, Capt. Peter Strescino, and the *Andrew & Rosalie*, Capt. James Abbott.

The swordfishing fleet this year was one of the smallest. There was a great deal more fog than in the past, and fewer fish, so that the price remained very good right through the season. Those that caught fish, did well. Swordfish proved to be the best fishing game out of Gloucester for the Summer.

High-Line Halibuter

High-line honors of the year in the fresh halibut fisheries went to Capt. Archie McLeod and crew of 32 men in the schooner *Dawn*. They sailed on Sept. 24 on their tenth trip of the season. They have made the highest stock thus far, and have one trip more and possibly two if the weather holds good, before they tie up until January.

To Install Wolverine

Capt. Roland R. Wonson of Gloucester has decided to install a 100 hp. Wolverine Diesel in his new 75-ft. gill netter, now under construction at the yard of B. F. Warner, Kennebunkport, Me. The engine is a 4-cylinder, 4-cycle, 8½ x 12½, turning at 350-360 rpm.

Boston

Has "Mackerel Days" at Pier As New Schools are Located

AFTER almost all hope had been abandoned by the mackerel fleet, whose season has been exceptionally poor, a large body of these elusive fish was found in Barnstable Bay, and was promptly subjected to some intensive fishing by all the seiners in the neighborhood.

The *Hoop-La*, of Gloucester, found the fish September 30, coming in with 12,000 pounds. The next day, October 1, a fleet of 11 landed 308,000 pounds at the Fish Pier, getting 8¼ and 5½ cents a pound.

On October 2, a Saturday, 295,000 pounds were brought in, and were readily absorbed by the trade at only a slight drop, 7¾ cents a pound. Including the *Hoop-La's* first catch, 615,000 pounds were brought in that week-end.

Launching Date Announced

Francis J. O'Hara has announced that the *Villanova*, sister ship to the *Jeanne d'Arc*, will be launched on Thursday, October 21, at the Bath Iron Works, Bath, Me. Special train accommodations have been made to take the guests from Boston to Bath and return.

Fisheries Men Attend Food Conference

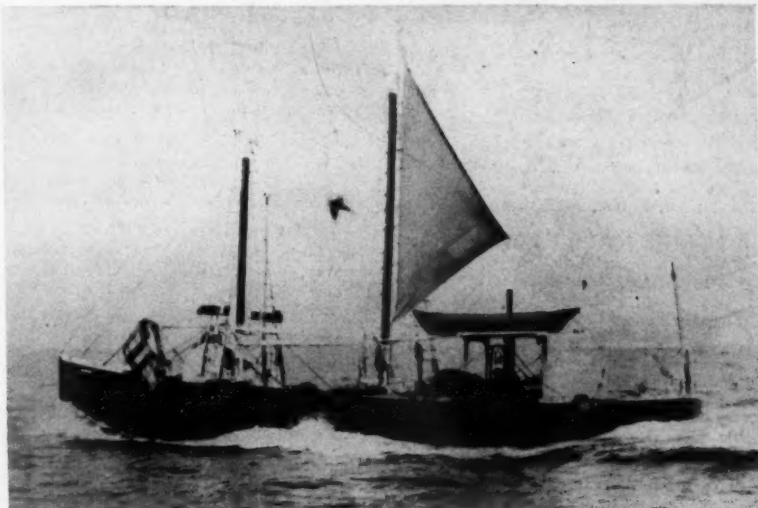
Among those present at the Food Technology Conference, held Sept. 14-17 at Massachusetts Institute of Technology, Cambridge, Mass., and referred to elsewhere in this issue, were the following: Charles W. Triggs, Chicago, General Manager of the Booth Fisheries Corp.; Ralph H. Osborn, Boston Manager of the same Company; Dr. Harden F. Taylor, New York, President of the Atlantic Coast Fisheries Co.; Floyd Rowland, Boston, of the Rowland Marine Products Co.; E. H. Cooley, Manager of the Massachusetts Fisheries Association, and N. D. Jarvis, of the U. S. Bureau of Fisheries.

Lister Auxiliary Set Sold

The Wharf Machine & Electric Co., Inc., has sold a Model CD 8 hp. Lister Diesel auxiliary set for installation on the schooner *Dawn*, Capt. Archie McLeod.

James Hook Remodels Plant

James Hook, shellfish dealer at 148 Northern Avenue, Boston, has recently remodelled his plant, installing shucking equipment and making it thoroughly up-to-date for wholesaling shellfish. The building was formerly occupied by Finn Bros. Mr. Hook has been in this line of business for over ten years and operates three trucks.



The "Ivanhoe", owned by Capt. Wm. J. Collis, Nantucket, Mass., and powered with a 140 hp. Wolverine Diesel. This picture was taken on Georges Bank by a passenger on another vessel.

Where-to-Buy Directory

Equipment, Gear, Supplies, Service

Companies whose names are starred (*) have display advertisements in this issue; see Index to Advertisers for page numbers.

BATTERIES Storage

- *Edison Storage Battery Co., W. Orange, N. J.
- *"Exide": Electric Storage Battery Co., Philadelphia, Pa.
- Willard Storage Battery Co., Cleveland, Ohio

CAN MANUFACTURERS

- Continental Can Co., 100 E. 42nd St., New York, N. Y.
- *Crown Can Co., Philadelphia, Pa.
- National Can Corporation, 110 E. 42nd St., New York, N. Y.
- Steel and Tin Products Co., President and Fawn Sts., Baltimore, Md.

CLUTCHES

- *Kinney Mfg. Co., 3541 Washington St., Boston, Mass.

COLD STORAGES

- Quaker City Cold Storage Co., Philadelphia, Pa.
- Western Refrigerating Co., 18-20 E. Hubbard St., Chicago, Ill.

CORDAGE MANUFACTURERS

- American Manufacturing Co., Noble and West Sts., Brooklyn, N. Y.
- *Columbian Rope Co., Auburn, N. Y.
- *New Bedford Cordage Co., 233 Broadway, New York, N. Y.
- *Plymouth Cordage Co., North Plymouth, Mass.
- *Wall Rope Works, 48 South St., New York, N. Y.
- Whitlock Cordage Co., 46 South St., New York, N. Y.

CYLINDER LINERS, PISTONS, RINGS

- Hunt-Spiller Manufacturing Co., 383 Dorchester Ave., Boston, Mass.

DEPTH FINDERS

- *Submarine Signal Co., 160 State St., Boston, Mass.

DIESEL GENERATING SETS

- *Boliders Co., 33 Rector St., New York, N. Y.
- Bromfield Manufacturing Co., 211 Northern Ave., Boston, Mass.
- F. Van Rossen Hoogendyk, 247 Park Ave., New York, N. Y.
- *Wharf Machine & Electric Co., 263 Northern Ave., Boston, Mass.

ELECTRICAL EQUIPMENT

- Diehl Manufacturing Co., 75 Kneeland St., Boston, Mass.
- General Electric Co., Schenectady, N. Y.

ENGINE MANUFACTURERS

Diesel Engines

- *Atlas Imperial Diesel Engine Co., 115 Broad St., New York, N. Y.
- *Boliders Co., 33 Rector St., New York, N. Y.
- The Buda Co., Harvey, Ill.
- *Cooper-Bessemer Corp., Mount Vernon, O.
- Electric Boat Co., Groton, Conn.
- Fairbanks, Morse & Co., Chicago, Ill.
- F. Van Rossen Hoogendyk, 247 Park Ave., New York, N. Y.
- *The National Supply Co., Springfield, Ohio.
- *Red Wing Motor Co., Red Wing, Minn.
- Sterling Engine Co., 1270 Niagara St., Buffalo, N. Y.
- *Wolverine Motor Works, Inc., 1 Union Ave., Bridgeport, Conn.

Ford Conversions and Parts

- Lehman Marine Engineering Co., 972 Broad St., Newark, N. J.
- *Palmer Bros. Engines, Inc., 14 Water St., Cos Cob, Conn.
- Oscar Smith & Sons Co., 3102 O St., Philadelphia, Pa.

Fuel Oil Engines

- Gray Marine Motor Co., 672 Canton Ave., Detroit, Mich.
- *Palmer Bros. Engines, Inc., 14 Water St., Cos Cob, Conn.
- *Red Wing Motor Co., Red Wing, Minn.

Gasoline Engines

- The Buda Co., Harvey, Ill.
- Gray Marine Motor Co., 672 Canton Ave., Detroit, Mich.
- *Palmer Bros. Engines, Inc., 14 Water St., Cos Cob, Conn.
- *Red Wing Motor Co., Red Wing, Minn.
- Sterling Engine Co., 1270 Niagara St., Buffalo, N. Y.
- *Wolverine Motor Works, Inc., 1 Union Ave., Bridgeport, Conn.

FIRE EXTINGUISHING SYSTEMS

Carbon Dioxide

- "Lux" and "Lux-O-Matic": Walter Kidde & Co., Inc., 140 Cedar St., New York, N. Y.

FISHING GEAR

- The Great Grimsby Coal, Salt and Tanning Co., Ltd., Grimsby, England.

FISH SCALERS

Portable, Flexible Shaft

- N. A. Strand & Co., 5001 N. Lincoln St., Chicago, Ill.

FUEL OIL TREATMENT

- "Lubal": Gustavo Preston Co., 113 Broad St., Boston, Mass.

HOOKS, Fish

- "Mustad": Sidney R. Baxter & Co., 90 Commercial St., Boston, Mass.

ICE BREAKERS

- "Champion": Champion Line Machinery Co., 278 Stewart Ave., Arlington, N. J.
- *"Creasey": Gifford-Wood Co., Hudson, N. Y.

NAUTICAL INSTRUMENTS

- Kelvin-White Co., 90 State St., Boston, Mass.

NAVAL ARCHITECTS

- *John G. Alden, 131 State St., Boston, Mass.

NETS AND NETTING

- *The Linen Thread Co., Inc., 575 Atlantic Ave., Boston, Mass.
- *National Net & Twine Co., 211 Congress St., Boston, Mass.

NET PRESERVATIVES

- "Campbell's Copper Compound": International Chain & Mfg. Co., York, Pa.

OILS (Fuel, Lubricating, Gasoline)

- *"Esomarine": Penola, Inc., 26 Broadway, New York, N. Y.
- Shell Union Oil Corp., 50 West 50th St., New York, N. Y.

OILED AND RUBBER CLOTHING

- *D. O. Frost Corp., Gloucester, Mass.
- *C. L. Lovig Co., Marinette, Wis.

PAINTS

- Henderson & Johnson, Inc., Gloucester, Mass.
- *Pettit Paint Co., Jersey City, N. J.
- Edw. Smith & Co., Long Island City, N. Y.
- *Tarr & Wonsen, Ltd., Gloucester, Mass.

PROPELLERS

- Columbian Bronze Corp., Freeport, N. Y.
- *Hyde Windlass Co., Bath, Me.
- Michigan Wheel Corp., Grand Rapids, Mich.
- PROPELLER RECONDITIONING
- Marine Equipment & Supply Co., 116½ Walnut St., Philadelphia, Pa.

PROPELLER SHAFTS

- "Monel Metal": International Nickel Co., 67 Wall St., New York, N. Y.

RADIO DIRECTION FINDERS

- *Bludworth, Inc., 79 Fifth Ave., New York, N. Y.

RADIO TELEGRAPHS

- Radiomarine Corporation of America, 75 Varick St., New York, N. Y.

RADIO TELEPHONES

- Western Electric Co., 195 Broadway, New York, N. Y.

RANGES

- "Marine Household": The White-Warner Co., 491 West Water St., Taunton, Mass.
- *"Shipmate": Stamford Foundry Co., Stamford, Conn.

SHIPBUILDERS, BOATYARDS

- Bath Iron Works Corp., Bath, Me.
- *Bethlehem Shipbuilding Corp., Bethlehem, Pa.
- I. L. Snow Co., Rockland, Me.

SHIP CHANDLERS

- *Sherman B. Ruth, Inc., Steamboat Wharf, Gloucester, Mass.

SIGNALS, Distress

- International Flare-Signal Co., Tippecanoe City, Ohio.

STEERING GEAR

- *The Edson Corp., 49-51 D St., South Boston, Mass.

STERN BEARINGS

- *Chapman Products, 166 Thames St., Newport, R. I.
- *Hathaway Machinery Co., New Bedford, Mass.

TAG TACKERS

- J. B. Crofoot Co., Mount Prospect, Ill.

TELEGRAPH SERVICE

- *Postal Telegraph, 67 Broad St., New York, N. Y.

TRAWLING EQUIPMENT

- *New England Trawler Equipment Co., National Docks, Lewis St., E. Boston, Mass.

THRUST BEARINGS

- *Kingsbury Machine Works, Inc., 4316-28 Tackawanna St., Frankford, Philadelphia, Pa.

- TONGS (Clam & Oyster, Steel)
- Alexander Welding Co., 461-5 East Main St., Patchogue, L. I., N. Y.

TRANSPORTATION

- Fish Forwarding Co., 151 South St., New York, N. Y.
- Railway Express Agency, Inc., 230 Park Ave., New York, N. Y.

WIRE BASKETS

- Massillon Wire Basket Co., 204 4th St., N.W., Massillon, Ohio.

GLOUCESTERMEN PREPARE FOR WINTER AT THE ESSOMARINE SIGN



THE "RIO DOURO"

AUTUMN hauls abeam. Snow flakes are in the offing and, with them, the difficult fishing season. Difficult for men and difficult for boats! But there is one type of difficulty—engine failure—against which hundreds of able fishermen are protecting themselves. They are buying their fuel and lubricants at the Essomarine Sign. A few examples are shown on this page.

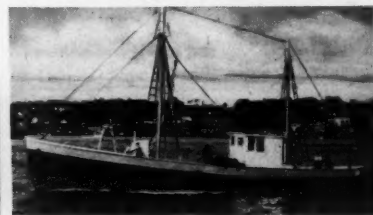
The skippers of these and many other splendid Gloucester vessels are typical of the skilful operators, up and down the coast, who protect and power their craft with products of the world leader in petroleum.

Experience has taught them that they can rely on these products to insure dependable, smooth, powerful performance, whether they sail calm seas or through murky fog or blinding blizzard.

PENOLA INC., 26 Broadway, New York City.



The "Mary Grace"



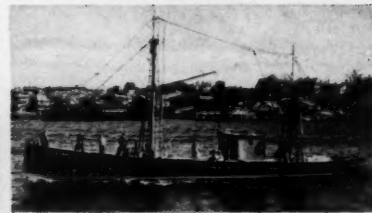
The "Saint Joseph"



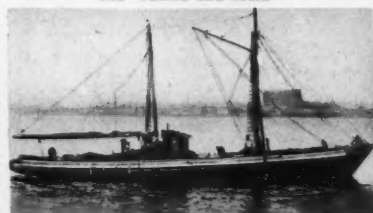
The "Jennie and Lucia"



The "Serafina N"



The "Captain Drum"



The "Orion"



The "Uncle Guy"



The "North Star"

Essomarine Lubricants are distributed by these major oil companies: Standard Oil Company of New Jersey—Colonial Beacon Oil Company, Inc.
—Standard Oil Company of Pennsylvania—Standard Oil Company of Louisiana—Standard Oil Company (Inc. in Kentucky)
—Standard Oil Company (Ohio)—Humble Oil & Refining Company—Imperial Oil, Limited (In Canada).

Where to Buy Fish

Look up the products you need. The numbers after the items refer to the companies listed below.

- 1—Star Fish & Oyster Co., Mobile, Ala.
- 2—Capt. Tom's Fish Mart, Miami, Fla.
- 3—Feyler's, Inc. (Rodney E. Feyler), Rockland, Me.
- 4—John T. Handy Co., Inc., Crisfield, Md.
- 5—Portland Fish Co., Portland, Me.
- 6—Isaac Fass, Inc., Portsmouth, Va.
- 7—Mid-Central Fish Co., 1656 Washington St., Kansas City, Mo.
- 8—Warren Fish Co., P. O. Box 1513, Pensacola, Fla.
- 9—East Coast Fisheries, Inc., 360 W. Flagler St., Miami, Fla.
- 10—Ballard Fish & Oyster Co., Inc., Norfolk, Va.

ALEWIVES:

Nos.: 3, 5, 8

BLUEFISH:

Nos.: 6, 8, 9, 10

BUTTERFISH:

Nos.: 3, 5, 10

CATFISH and BULLHEADS:

No.: 7

CLAMS:

George Haritos, Ipswich, Mass. (Ipswich Clams).

Also: 1, 3, 5

Canned: 5

COD:

Nos.: 3, 5

Canned: 5

Salted: 3, 5

Smoked: 3, 5

Cod-Liver Oil: 5

CRABS and CRABMEAT:

Nos.: 1, 4, 5, 8

CROAKERS:

Nos.: 6, 10

CUSK:

Nos.: 3, 5

Salted: 5

FLOUNDERS:

Nos.: 3, 5, 6, 10

FROGS:

Nos.: 1, 2, 7, 8, 9

GRAY TROUT:

No.: 10

GROUPERS:

Nos.: 1, 8

HADDOCK:

Nos.: 1, 3, 5

Salted: 5

Smoked: 3, 5

HAKE:

Nos.: 3, 5, 6

Smoked: 3, 5

HALIBUT:

No.: 7

HERRING, SEA:

No.: 3

Smoked: 3, 5

KINGFISH:

Nos.: 2, 8, 10

LOBSTERS:

No.: 3

MACKEREL:

Nos.: 3, 5

Salted: 3, 5

Smoked: 3, 5

Canned: 5

MULLET:

Nos.: 1, 2, 6, 8

Salted: 6, 8

OYSTERS:

Greenport Oyster Co., Greenport, L. I., N. Y.

Andrew Radel Oyster Co., South Norwalk, Conn.

Also: 1, 3, 6, 7, 8, 10

POLLOCK:

Nos.: 3, 5

Salted: 3, 5

POMPANO:

Nos.: 1, 2, 7, 8, 9

RED SNAPPER:

Nos.: 1, 8, 9

ROCK LOBSTER (Southern

Crawfish):

Nos.: 1, 2, 8, 9

SALMON:

No.: 7

SCALLOPS:

Nos.: 3, 4, 7, 9

SCUP or PORGIES:

Nos.: 6, 8, 10

SEA BASS:

Nos.: 1, 6, 10

SEA BASS (Calif.):

No.: 7

SHAD and SHAD ROE:

Nos.: 6, 10

SHEEPSHEAD, Saltwater:

No.: 8

SHRIMP:

Nos.: 1, 4, 7, 8, 10

Cooked and Peeled: 1

SPANISH MACKEREL:

Nos.: 1, 2, 8, 9, 10

SPINY LOBSTER (Southern

Crawfish):

See Rock Lobster

SQUID:

Nos.: 3, 10

SWORDFISH:

Nos.: 3, 5

TUNA, Etc.:

No.: 5

TURTLES and TERRAPIN:

No.: 9

WEAKFISH:

No.: 10

WHITING:

Nos.: 3, 5, 6

Salted: 6

Where to Ship

These companies are in the market for fish and shellfish.

BOSTON, MASS.

R. S. Hamilton Co., 17 Administration Bldg., Fish Pier.

CHICAGO, ILL.

Booth Fisheries Corp., 309 West Jackson Blvd.

H. Grund & Sons, 213 N. Union Ave.

J. A. Klafin, 209 N. Union Ave.

Samuel Wax Fish Co., 9240 Baltimore Ave.

NEW YORK, N. Y.

Beyer Fish Co., Fulton Fish Market.

Sol Broome & Co., 34 Peck Slip.

Cape Cod Fish Co., Inc., 101 Fulton Market.

Chesebro Bros. & Robbins, 1-2-3 Fulton Market.

John Dais Co., Fulton Market.

Eastern Commission Co., 19 Fulton Market.

Lester & Toner, Inc., Fulton Fish Market.

South Fish Co., 112-113 Fulton Market.

Frank W. Wilkisson, Inc., 16 Fulton Market.

PHILADELPHIA, PA.

W. Carlton Eacho, Water and Dock Sts.

C. E. Warner Co., Inc., 8 Dock St. Fish Market.

WASHINGTON, D. C.

W. Carlton Eacho, Municipal Fish Market.

WHEN YOU THINK OF PERFORMANCE IN EVERY PHASE OF FISH DISTRIBUTION ★ WIDE MARKETS ★ SPEED IN HANDLING ★ ★ QUICK PAYMENTS, YOU NATURALLY THINK OF CHESEBRO BROTHERS & ROBBINS ★ ★ ★ CHARACTER, ABILITY AND THE REPUTATION FOR PROGRESSIVE MARKETING BUILT DURING THE LAST HALF CENTURY MAKE THIS THE LARGEST SINGLE OUTLET FOR FISH IN AMERICA ★ ★ ★ 15,000 FISH PRODUCERS CAN'T BE WRONG ★ ★ ★ SHIP TO CHESEBRO BROTHERS & ROBBINS, INC. 1-2-3 FULTON MARKET, NEW YORK CITY ★ ★ ★

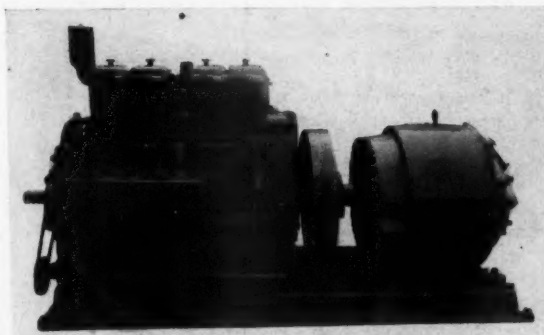
SIX LISTER DIESELS FOR GENERAL SEAFOODS

THE three new trawlers, Annapolis, West Point and Yale, just launched for General Seafoods Corp., Boston, by Bethlehem Shipbuilding Corp. are equipped with Lister Diesel auxiliary sets.

These units, two of which are installed on each trawler, are comprised of a 25 KW generator connected to a Model 4 JP Lister, $4\frac{1}{2} \times 5\frac{1}{2}$, 4 cyl., 40 hp., 1100 rpm. They are equipped for either air or hand starting and have dry sump lubrication and Bosch fuel injection system.

These units supply electricity for all auxiliary power and, in emergency, can also be synchronized for trawl winch operation.

General Seafoods Corp. selected Lister Diesel auxiliary sets after extensive study of all auxiliary units on the market. Their choice of the Lister accords with the judgment of many owners of fishing vessels.



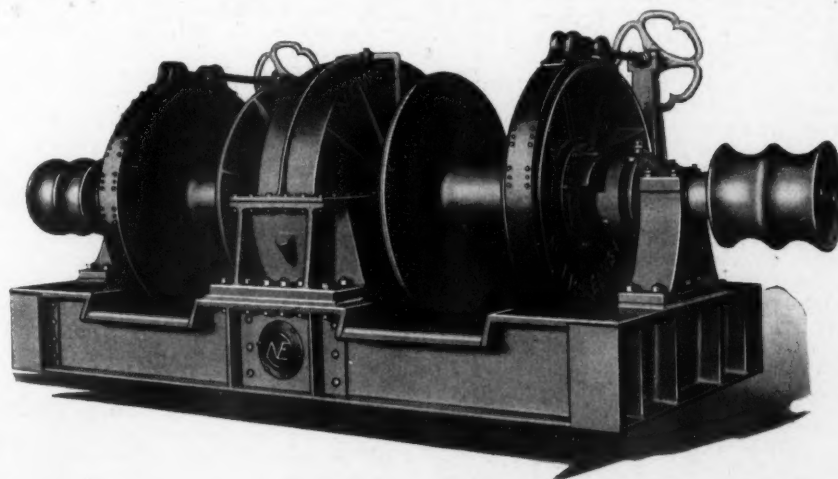
25 KW generator connected to a Model 4 JP Lister,
 $4\frac{1}{2} \times 5\frac{1}{2}$, 4 cyl., 40 hp., 1100 rpm.

WHARF MACHINE & ELECTRIC CO., INC.

263 Northern Ave. Boston, Mass.

New England Distributors of Lister Diesel Engines

Bosch and American Bosch Diesel Sales and Service



900 Fathom Trawl Winches used on General Seafoods Corp.
New Trawlers ANNAPOLIS — WEST POINT — YALE



**NEW ENGLAND
TRAWLER EQUIPMENT CO.**

NATIONAL DOCKS
EAST BOSTON
MASS.

Maine Sardine Pack Completed. Nearly Equals Last Year's

FOUR of Portland's five sardine packing plants completed on September 30th a pack estimated to about equal last year's record-breaking production. John D. Toft, general manager of the R. J. Peacock Canning Company's plant, said the Portland pack would be between 500,000 and 600,000 cases, approximately one-third of the State total.

It is reported that the season's pack is nearly up to requirements.

Fire on Schooner "Eleanor" Causes One Death

Fire swept the Portland schooner *Eleanor* on September 22, causing the death of Roger Joyce of Swans Island. Two other fishermen escaped with minor burns.

Upon investigation of the fire, it was agreed that it was caused by a cigaret thrown in oil waste. Damage to the fore-castle was estimated at \$800.

The *Eleanor* is owned by Willard-Daggett Co. and is used as a swordfishing and mackerel vessel. She sailed for Rock-land on the 23rd for repairs at the Snow yard.

New Engine Installed

A new 60 hp. Fairbanks-Morse Diesel has been installed in the *Annie Louise*, owned by Omar Harris of Portland.

Fred B. Higgins Co.

Just starting its busy season, and its 38th year in the lobster business, is the Fred B. Higgins Co., whose fine plant, kept in excellent condition, is at Boothbay Harbor, Me.

According to John Higgins, President of the Company, his plant is unique in that it is the only one whose lobster pound is permanently attached to it. The scheme is simple: part of the shore has been walled off by putting the plant and dock at an angle, thus enclosing the shore. The pound has a capacity of about 45,000 pounds of lobsters.

The Company buys from about 25 fishermen, and sells all over the United States, the mid-West being the best market. From 400,000 to 500,000 pounds are marketed annually, all by Railway Express, which picks up the shipments at the plant and takes them to the railway station at Wiscasset. Weekly price cards, sent to the firm's customers, help to keep the orders coming in.

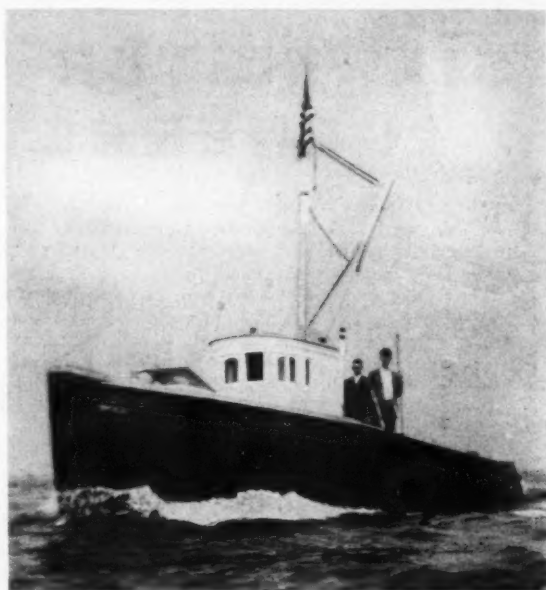
The Company is housed in three buildings. One, occupied by the shipping department, has storage tanks for 5,000 pounds of lobsters. A set of tracks leads down the pier to the shore to facilitate shipments. A second building is used to hold feed for the impounded lobsters. The third and largest building houses the light, airy offices, workshop, supplies, and ice storage, where three or four tons of ice can be held. A Creasey ice breaker, operated by electric motor, crushes ice as required.

Fishermen's supplies are carried, the line including Pettit paint, Plymouth cordage, and Wall rope.

In addition to John Higgins, the Company is composed of Fred B. Higgins, Jr., and Mrs. F. B. Higgins, the latter serving as Treasurer.



The lobster pound, in foreground, of the Fred B. Higgins Co., Boothbay Harbor, Me., flanked by the Company's buildings.



"Josie B. II," owned by Capt. J. H. Berringer of New York City. This neat 38-footer has a 40 hp. Atlas Diesel with 2:1 reduction gear, Monel Metal shaft, Goodrich stern bearing, and Kinney hauling clutch.

Long Island to Have Complete Fishery Survey Made

By C. A. Horton

A COMPLETE fishery survey for Long Island will start about December 1, with the U. S. Bureau of Fisheries co-operating with the N. Y. Conservation Department. According to present plans, flounder draggers and fyke net operators will be required to keep records of their catches, much as trap netters have been doing for some time. About May 1, statistics will also be collected from commercial operators not previously covered, and sport fishermen. Tagging and other biological investigations are to be instituted, the entire program to be one of fact-finding. The shellfisheries will not be included. The program has the active support of the L. I. Fishermen's Protective Ass'n.

Good Summer for Tuna

This Summer has been one of the best tuna seasons in years. Skippers out of Montauk and Freeport have reported good catches. Capt. Montross of Freeport, while trolling, made a catch of five averaging 50 pounds each. Capt. Conrad brought in seven tuna, the largest weighing 113, the smallest 63 pounds.

Other Branches Fare Well

Sheepshead Bay skippers are making excellent catches of blackfish, catches averaging between 25 and 30 fish per man, running up to 7½ and 8 pounds in weight.

Large quantities of small kingfish are seen in the bays which gives the promise of a big catch next season.

The Gardiners Island trap fishermen had a good one-day catch of butterfish the latter part of September.

George Pusins of Patchogue, of the fishing cruiser *Scamp*, who has been fishing the Peconic Bay waters for weakfish where the catch was good, has been getting large catches in Great South Bay recently.

Expect Plenty of Scallops

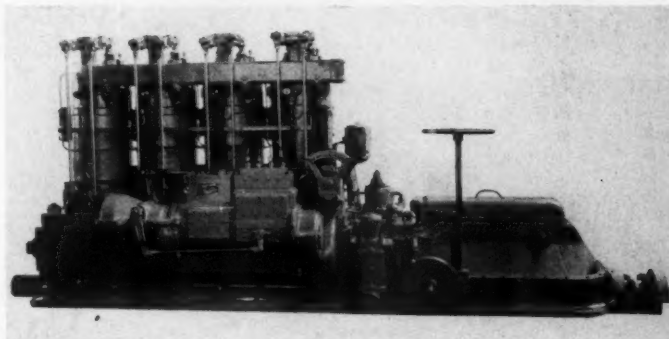
Baymen report that eel grass and sea weed are coming back into the bay, which is a good sign that there will be plenty of scallops next season.

DESIGNED FOR FISHING SERVICE

WOLVERINE DIESELS have every feature that appeals to fishermen: rugged construction, simple operation, reliable, economical, and long-lasting.

The single-hole nozzle will not clog, and requires practically no attention throughout the life of the engine. Ignition is unfailing at all loads and speeds.

Open type construction with separate cylinders makes supervision and attendance easy, and replacements cheap.



The 4-cylinder, 4-cycle, $9\frac{1}{4} \times 14$ Wolverine Diesel, developing 140 H.P. at 350-360 r.p.m. Typical installations are the IVANHOE, Capt. Wm. Collis of Nantucket, Mass., and the MUSKEGON, Capt. A. A. Bain of Owls Head, Maine.

— Sizes of 25 to 200 H.P. at low Speeds —

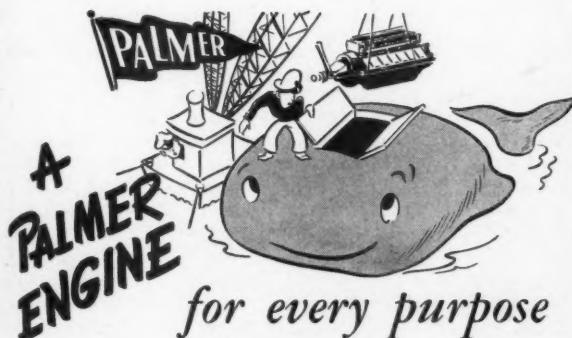
Both Two-Cycle and Four-Cycle Models are available.

Direct Factory-Service is rendered at any time, thus avoiding costly lay-ups.

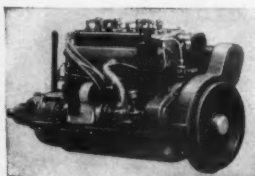
WOLVERINE MOTOR WORKS, Inc.

Catalogue No. 135 Upon Request

Foot of Union Avenue, BRIDGEPORT, CONN.



A sturdy engine of the right size, speed, weight and horsepower for the boat is the basis of a satisfactory power plant. You find that very engine in the Palmer Line.



Palmer Little Huskie
15 H.P. at 1500 R.P.M.

Palmer Built and Palmer Converted Engines range from 2 to 150 H.P. in high speed, intermediate and heavy duty types. Send for descriptive literature.

**PALMER BROS.
ENGINES, INC.**
COS COB, CONN.

PALMER ENGINES

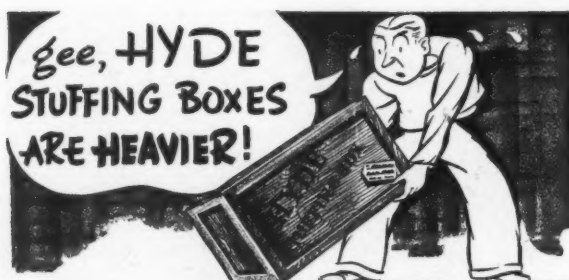
DEALERS IN ALL IMPORTANT COASTAL CITIES

Shipmates Again!

The new trawlers, *Annapolis*, *West Point*, and *Yale*, recently completed for General Seafoods Corp., Boston, are equipped with SHIPMATE ranges—the choice of fishermen everywhere for over half a century.

The Stamford Foundry Co.
Stamford, Conn.

SHIPMATE RANGES

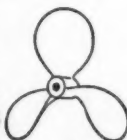


There is more metal in a Hyde Stuffing Box. Furthermore, the long packing chamber permits more turns of packing that makes a tight job without wearing the shaft from over-pressure. The special bearing metal assures longer life. All these features make Hyde the best buy.

HYDE WINDLASS COMPANY, Bath, Maine
Member of Marine Propeller Manufacturers Ass'n.



HYDE
PROPELLERS, STRUTS,
AND STUFFING BOXES



Send for this booklet, "Propeller Efficiency." It will tell about Hyde Propellers, Stuffing Boxes and Struts, and other Hyde products that always get you home safely.

Trawler Repairs and New Construction



Four Trawlers undergoing repairs at Atlantic Works

Conveniently located on Boston Harbor, Bethlehem's FORE RIVER Shipyard and the modern dry docks and repair shops of SIMPSON WORKS and ATLANTIC WORKS offer the fishing industry unsurpassed facilities for the construction, repairing and reconditioning of trawlers.

BETHLEHEM SHIPBUILDING CORPORATION, Ltd.

General Offices



Bethlehem, Pa.

General Sales Offices: 25 Broadway, New York
Boston Office, 75 Federal St.

New York Wholesale Prices at Fulton Fish Market

By J. H. Matthews

Species	Sept. 1-4	Sept. 7-11	Sept. 13-18	Sept. 20-25	Sept. 27-30
Albacore	.03-.04	.03-.04	.03-.04	.03-.04	.03-.05
Bluefish	.07-.18	.08-.30	.10-.23	.08-.30	.10-.25
Bonito	.04-.07	.05-.10	.08-.10	.10-.14	.12-.16
Butterfish	.05-.09	.05-.12½	.06-.12½	.08-.14	.07-.12½
Cod, market	.03½-.05	.04-.05½	.04-.05	.03-.04½	.03½-.05
" steak	.07-.12	.06-.14	.08-.14	.07-.12½	.07-.12
" fillets	.10-.12	.10-.12	.11-.12	.11-.12	.11-.12
Croakers	.03-.05	.03-.05	.04-.05	.03-.05	.03-.05
Dabs	.03-.05	.03-.06	.04-.07	.02-.06	.03-.04
Eels	.07-.16	.07-.16	.05-.16	.07-.18	.07-.18
Flounders	.04-.08	.04-.10	.05-.10	.02-.08	.03-.09
Fluke	.10-.12½	.10-.14	.11-.12½	.10-.14	.12-.14
Haddock	.04-.05	.03½-.06	.04-.06	.03½-.05	.04-.06
" fillets	.10-.12	.10-.12½	.11-.12½	.11-.12	.11-.12
Hake	.03-.04	.03-.05	.03-.06	.03-.05	.03-.05
Halibut	.14-.16	.14-.18	.15-.18	.15-.20	.14-.18
Herring	.02-.04	.02-.04	.03-.04	.02-.04	.02½-.04
Kingfish	.04-.12½	.05-.15	.05-.15	.06-.15	.06-.14
Mackerel	.08-.15	.10-.22	.10-.16	.12-.20	.11-.18
Mullet	.03-.03	.04-.05	.04-.05	.03-.05	.04-.08
Pollock	.04-.05	.05-.06	.05-.06	.05-.06	.05-.06
Pompano	.25-.35	.30-.32	.25-.35	.12½-.30	.10-.30
Salmon, Atl.23-.32	.18-.20	.16-.18
Salmon, Pac.	.14-.25	.14-.22	.14-.22	.14-.18	.14-.20
Scup	.02-.06	.03½-.06	.02-.06	.03-.04½	.03-.05
Sea Bass	.06-.15	.06-.14	.07-.15	.07-.18	.07-.14
Sea Robins	.02-.04	.02-.04	.03-.04	.03-.04	.03-.04
Sea Trout	.10-.20	.08-.22	.08-.20	.08-.20	.06-.18
Sheepshead	.05-.07	.06-.08	.06-.08	.06-.08	.06-.08
Skate	.02-.03	.02-.03	.03-.04	.02-.04	.03-.04
Smelts	.03-.12½	.03-.12½	.03-.12½	.03-.12½	.03-.18
Sole, grey	.07-.09	.08-.12	.08-.11	.09-.12	.08-.12
Sole, lemon	.07-.09	.09-.12	.09-.12½	.07-.10	.08-.12
Striped Bass	.12½-.18	.12½-.25	.14-.20	.15-.25	.12½-.20
Sturgeon	.20-.22	.20-.22	.20-.22	.20-.22	.20-.22
Swordfish	.14-.32	.14-.28	.14-.32	.16-.32	.16-.32
Tautog	.05-.06	.05-.07	.05-.07	.05-.06	.05-.06
Weakfish	.03-.20	.02-.20	.03-.20	.04-.18	.04-.20
White Perch	.04-.10	.04-.12	.05-.12½	.05-.12½	.06-.12½
Whiting	.02-.03	.02½-.03½	.02½-.03	.02½-.03	.03-.04
Clams, hard	1.00-2.00	1.50-2.25	1.75-2.25	1.50-2.25	1.50-2.25
Clams, soft	1.25-1.50	1.25-1.50	1.25-1.50	1.25-1.75	1.25-1.50
Crabs, hard	1.50-2.00	1.50-2.00	1.50-2.00	1.50-2.00	1.50-2.00
Crabs, soft	.30-1.00	.30-1.00	.35-1.00	.30-1.00	.30-.80
Frogs legs	.35-.60	.35-.60	.35-.65	.40-.85	.45-.90
Crab meat	.25-.55	.25-.50	.25-.45	.20-.45	.20-.40
Lobsters	.15-.40	.15-.42	.25-.40	.23-.45	.25-.45
Lobster meat	.60-.70	.60-.62	.60-.62	.60-.62	.60-.62
Langouste	.45-.50	.45-.50	.40-.50	.45-.50	.40-.45
Scallops, bay	1.50-4.00	1.75-4.00	1.75-4.00	2.00-5.00	2.50-5.50
Scallops, sea	1.05-1.15	1.05-1.15	1.10-1.65	1.00-1.65	1.00-1.30
Shrimp	.10-.20	.10-.18	.10-.18	.05-.15	.09-.15
Squid	.05-.10	.07-.12	.08-.12	.06-.12	.06-.08

Baymen Form Protective Association

A Baymen's Protective Association recently organized in Greenport for the protection of their rights, resulted in the following election of officers: President, Albert Conklin; Secretary, Louis Greenhalgh, of Greenport; Trustees, David Raynor, Nathan Warner, of New Suffolk; Arthur Hulse and Henry Goodale, of Greenport. More than one hundred baymen attended the meeting from the North Fork of the Island.

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**TRAWLERS, TANKERS
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**Your New Vessel Will Be
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**SUPPLIED FOR
GENERAL SEAFOODS
NEW TRAWLERS**

Annapolis — West Point — Yale

These latest modern trawlers are equipped with Edson improved trawler type steerers, and Edson perfected cast steel quadrants.

Both steerers and quadrants on these vessels have been surveyed and approved by the American Bureau of Shipping.

As a result, the General Seafoods new trawlers are assured of most efficient and dependable navigation, as are so many other vessels which carry Edson equipment.

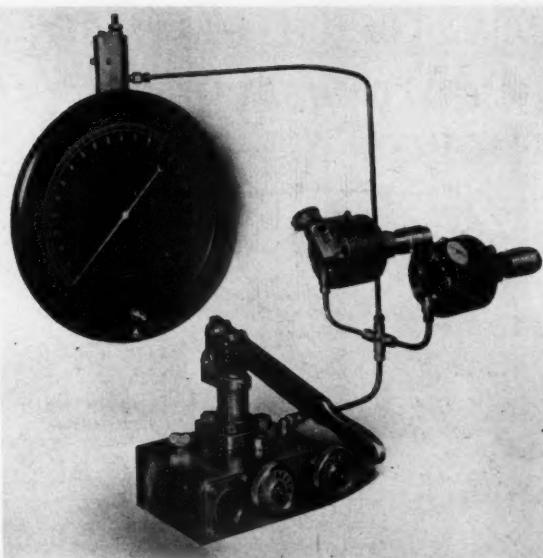
FEATURES OF EDSON STEERER

Machine cut gear reduction—Correct type pocketed wheel and chain—Standard bronze bushed bearings—Rudder indicator—Foot brake to wheel shaft—Heavy duty non-magnetic wheel—Minimum turns of wheel H.O. to H.O.

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49-51 D Street

So. Boston, Mass.



Propeller Thrust can be ACCURATELY measured

This photograph shows a Kingsbury Thrust Meter, of the type forming part of the Kingsbury equipment on the General Seafoods Corp. motor trawlers, "Yale", "Annapolis", "West Point."

With the Kingsbury Thrust Meter, the actual push delivered by the propeller can be accurately measured. By its aid, propeller efficiency may be improved and speed increased or fuel saved.

Other Kingsbury equipment on these trawlers includes the main thrust bearings and disc-oiled propeller line shaft bearings; both with leak-proof, non-wearing end closures.

All Kingsbury thrust and journal bearings embody the principle of unbroken oil-film lubrication, by which wear is virtually eliminated. Full information will be given on request.

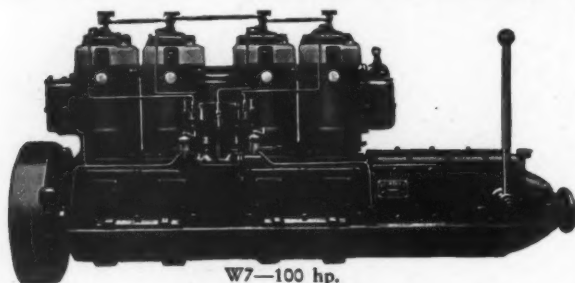
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KINGSBURY
THRUST BEARINGS
THRUST METERS

BOLINDERS DIESEL ENGINES

IN COLD WEATHER THESE ENGINES ALWAYS START



W7—100 hp.

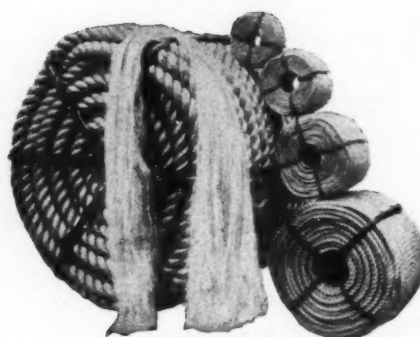
Frost is in the air and many engines feel it. But not a Bolinders. Bolinders Diesels will start and run in any kind of weather. Rain and snow can't stop them and even if coated with ice it's a simple matter to get them running. Bolinders always start. Install yours now and have a trouble-free winter.

Do you know all the details about Bolinders, their ruggedness, freedom from repairs and economy? Nothing beats Diesels for economy—nothing beats Bolinders for Diesels. Write for details today.



BOLINDERS COMPANY, INC.

Office and Showroom: 33 RECTOR STREET, NEW YORK, N. Y.



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New Bedford Cordage Co.

General Offices: 233 Broadway, N. Y. C.

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7 out of the 10 largest yachts afloat have Edison Steel-Alkaline stand-by batteries. Everybody's catching on that they smile at rough, tough and nasty service . . . live years longer.

Edison Storage Battery Division of Thomas A. Edison, Inc., W. Orange, N. J.

Index to Advertisers

John G. Alden	25
Atlas Imperial Diesel Engine Co	Back cover
Bethlehem Shipbuilding Corp., Ltd.	24
Bludworth, Inc.	27
Bolinders Co., Inc.	26
Chesebro Bros. & Robbins, Inc.	20
Columbian Rope Co.	Front cover
The Cooper-Bessemer Corp.	6
Crown Can Co.	28
Thomas A. Edison, Inc.	26
The Edson Corporation	25
The Electric Storage Battery Co.	3
Essomarine	19
D. O. Frost Corp.	27
Gifford-Wood Co.	29
Hathaway Machinery Co.	29
Hyde Windlass Co.	24
Kingsbury Machine Works, Inc.	25
Kinney Mfg. Co.	27
The Linen Thread Co., Inc.	28
National Net & Twine	Inside front cover
The National Supply Co.	4
New Bedford Cordage Co.	26
New England Trawler Equipment Co.	21
Palmer Bros. Engines, Inc.	23
Pettit Paint Co., Inc.	29
Plymouth Cordage Co.	28
Postal Telegraph Co.	5
Red Wing Motor Co.	29
The Stamford Foundry Co.	23
Submarine Signal Co.	27
Tarr & Wonson, Ltd.	28
Wall Rope Works, Inc.	Inside back cover
Wharf Machine & Electric Co.	21
Wolverine Motor Works, Inc.	23

Lunenburg Vessels Report With Many Good Trips of Fish

By H. R. Arenburg

THERE were many arrivals last month with trips of salt fish and among them were the following: *Cachelot III*,

Capt. Daniel Mosher, 800 quintals; *John H. MacKay*, Capt. Moyle Crouse, 2,600 quintals; *Pan American*, Capt. Ellison Creaser, 2,500 quintals; *Mabel Dorothy*, Capt. Foster Lohnes, 2,400; *Progressive II*, Capt. Carman Knock, 2,300; *Douglas and Robert*, Capt. Clarence Knickle, 30,000 pounds; *Bessemer*, Capt. Thomas Himmelman, 200 quintals; *Mahaska*, Capt. Orlando Lace, 17,000 pounds; *Irene and Mary*, Capt. Leo Corkum, 1,200 quintals; *Pasadena II*, 1,400 quintals; *Harriet and Vivian*, Capt. Frank Meisner, 1,100; *Bluenose*, Capt. Angus Walters, 1,500; *A. W. Chisholm*, Capt. Hibbert Wamback, 1,700; *Ronald George*, Capt. Daniel Romkey, 1,700; *Haligonian*, Capt. George Himmelman, 1,400; *Muriel Isabel*, Capt. Walter Crouse, 600; *Kasagra*, Capt. Wilson Berringer, 225; *Mary H. Hirtle*, Capt. Edward Cleveland, 2,850; *R. B. Bennett*, Capt. Elburne Demone, 1,250; *Maxwell Corkum*, Capt. Freeman Corkum, 2,200; *E. F. Zwicker*, Capt. William Deal, 1,800; *Delawana II*, Capt. Fred Deal, 2,400; and the *Sir Ernest Petter*, Capt. Napeon Crouse, 1,850 quintals.

Fresh Fish Arrivals

Among the arrivals of schooners with trips of fresh fish last month were the *Arthur J. Lynn*, Capt. Foster Corkum, with 290,000 pounds from two trips; *Marguerite B. Tanner*, Capt. Angus Tanner, 60,000 pounds; *Jean and Shirley*, Capt. Newman Wharton, 46,000 pounds of halibut; *Douglas and Robert*, Capt. Clarence Knickle, 27,000 pounds of halibut; *Bessemer*, Capt. Thomas Himmelman, 18,000 pounds of halibut; and *Mahaska*, Capt. Orlando Lace, 40,000 pounds of halibut.

Keel Laid for New Freighter

Another keel has been laid in the shipyards of Smith & Khuland for a freighter the same size as the *Ross Norman*, launched from these yards the first of September.

First Fresh Fisherman Sails

The first fresh fisherman to sail for the fishing grounds for the Lunenburg Sea Products on the Fall fresh fishing was the *Andrava*, Captain Roland Knickle. The *Andrava* had been laid up for overhauling, cleaning and painting.

To Enter Scallop Industry

Schooner *E. M. Colp*, Captain Maynard Colp, sailed from First South to Mahone Bay, where she will be caulked and painted before entering the scallop industry in the Bay of Fundy during the Winter.

Gloucester Schooner in Port

Schooner *American*, Captain Simon Theriault, arrived in port from Boston and was placed on the marine railway, where she received a general overhauling.

Shorefishing Dull

Shorefishing in the eastern section of Lunenburg County during September was the duller it has been for years during this part of the season. Practically no mackerel or herring were taken in the nets and traps. The only catch to amount to anything was 90 barrels seined by Harvey Baker at Flat Island.

Tuna fishing at Fox Point has become quite an industry. The Coolen brothers landed 117 at one time and made several other sizable catches in their traps. These were shipped to Boston.

The Spring catch of mackerel which has been salted has been practically all marketed with the exception of the fish on Tancook Island. The owners of these fish have been swordfishing off the coast of the Island of Cape Breton and are just beginning to return home. They report one of the slackest seasons in the swordfishing industry. Some boats only landed one fish in the entire fishing season. Line fishing was very quiet.



FISH TO MARKET— SAFELY, QUICKLY

DON'T risk your ship and your perishable cargo for the lack of efficient navigating instruments. The BLUDWORTH DIRECTION FINDER brings you home safely and quickly. Saves precious hours every trip.

Fisherman model operates on a 6-volt storage battery, with facilities for charging from the ship's lighting system. Guaranteed against failure and need for servicing.

Write for complete information to suit your vessel or fleet. BLUDWORTH, INC., 79 Fifth Avenue, New York.

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Specified for

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OIL CLOTHING

A first quality garment made to meet the requirements and approval of the fishermen.

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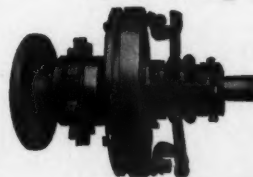
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for trawling gear on the

SMALL BOAT



Now made in small sizes. Use the same type of clutch the larger boats use.

Write for information immediately

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for the
**FISHING
INDUSTRY**
since
1863

TARR & WONSON'S
COPPER BOTTOM PAINT

New Brunswick

Sardine Packing Season

One of Changes and Surprises

By C. A. Dixon

THE 1937 sardine packing season has been one of rapid changes and many surprises since the early opening last Spring, when most all the canneries in Eastern Maine commenced packing operations on April 15. Prospects were bright for fishermen and canners, the latter having disposed of the first of their pack for \$3.35 a case and the fishermen having received at the rate of \$9 or more a hoghead for some of their catches, prices ranging between \$7.50 and \$9 for some weeks. There was a fair run of fish at Deer Island at the time and quite a bit of money was made by fishermen who got into the weir fishing game early in the season.

Then the price of canned goods fell to \$2.90 a case, later to \$2.70. The price of fish was cut to \$5 or so a hoghead. When August came in, the long-looked-for "August Darks" failed to bring the usual good run of fish and the entire month was almost a failure in some localities. Plenty of herring struck the first of September, however, and for two weeks the factories were kept running at capacity production.

Then the fish suddenly petered out, however, as vast schools of pollock raided the shores of Southern New Brunswick and drove from the weirs at almost every location about all the herring impounded therein, and prevented the catching of any further hauls. At the same time, and almost without warning, the Maine sardine factorymen announced that they would cease canning operations around the 18th of September, although a few plants remained open after that date in order to use up supplies of oil, cans, salt, etc., on hand.

Since the closing of the major canning plants in Eastport and Lubec, fishermen have disposed of their catches almost entirely to the two Canadian sardine canning plants of Connors Bros., Ltd., of Black's Harbor, N. B., and H. W. Welch, Ltd., of Fairhaven, N. B. Another market for catches of mixed fish has been provided by Nova Scotia buyers of lobster bait, several vessels having been engaged in freighting the fish in barrels from Lord's Cove, Leonardville, Richardson, Grand Manan, and other points to Nova Scotia ports.

Preparing for Fall Lobster Season

A report from Grand Manan states that comparatively early in the year lobster fishermen there are making preparations for Fall lobster fishing, the legal opening date being November 15. Prices are generally pretty good at Grand Manan and the demand is always active and steady.

New Addition to Fleet

The number of fine new fishing boats being added to the fleet in Southern New Brunswick is either indicative of better times or a more promising outlook on behalf of the fishermen. One of the latest additions is a new lobster boat purchased by Capt. Robert Green of Seal Cove, Grand Manan, N. B., from Nova Scotia parties.

Mackerel Schools

Schools of spike mackerel have been present in the waters of Southern New Brunswick for some weeks past. They are pretty tiny affairs but some of the people say they make a "good fry." Tinker mackerel have been present also, and a while ago some large mackerel were caught at various weir locations at Deer Island, Campobello, and Grand Manan.

Plenty of Tuna

Quoddy River and adjacent waters in Charlotte County, N. B., and Washington County, Me., have teemed with tuna this Summer, and in some of the weirs as high as seven of the big fish have been seined up in a single seining, that number having been taken by Archie North, Medley McLellan, and the Townsend brothers at Welchpool, Campobello.



New home of the Pettit Paint Co.

Pettit Paint Co. Builds New Plant

HEREWITH is shown the artist's sketch of the new fire-proof building equipped with modern marine paint making machinery to be occupied about December 1, 1937 by the Pettit Paint Co., Inc., now of Jersey City, N. J. The new plant is located at 509-517 Main St., Belleville, N. J. The Company has purchased sufficient land to take care of future expansion as conditions warrant.

John L. Pettit, President of the Company, says "We have been considering this move for sometime past. The rapid and steady increase in our business makes it imperative that we have a larger and more modern plant to take care of the requirements of our ever increasing trade. I look forward with absolute confidence and optimism to the future and have no doubt that we will, within a very relatively short space, have to make further additions to our new plant."

The Pettit Paint Co., Inc., from a very modest beginning have definitely established themselves as one of the outstanding leaders in the marine paint and varnish field, and enjoy wide distribution on all coastal and inland waters of the United States as well as many foreign points.

The Company invites its customers and other friends to visit them after they have taken possession of the new building, and assures them of a hearty welcome.



Interior of the lounge, built like a deck house, at the new Essomarine station at Georgetown, S. C.

Another New Essomarine Station

ANEW, fully equipped marine service station, with a number of unusual features, has been opened by the Standard Oil Co. of N. J., at Georgetown, S. C., just 1,000 yards off the main channel of the New York-Florida Inland Waterway. Jake Mayer, widely known among boating men along the Eastern seaboard, has been placed in charge of this newest Essomarine unit, said to be the most completely equipped marine service station between Georgetown and Wilmington.

This latest marine outlet of the Esso Marketers is equipped to dispense gasoline and Diesel fuel, and a full supply of petro-

Red Wing

THOROBRED

The news of the new Red Wing "Arrowhead Junior" has swept the entire industry—it's the Marine Engine sensation of the year, combining power—performance and famous Red Wing dependability. Whenever engine space is limited, choose the "Arrowhead Junior," the ideal power plant for Runabout, Small Cruisers and Auxiliaries. Other Red Wing Models, Gasoline and Oil, 4 to 200 H.P. We'll gladly send 1937 catalog and prices.

"Arrowhead Junior" 20-40 H.P.
4 Cyl. 4 Cyc. Bore 3 1/4". Stroke 4". Displacement 133 cu. in. Only 35" overall. Other sizes 4 to 200 H.P. Gasoline & oil types.

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IT'S THE END OF THE SEASON

That shows the careful-buying fisherman the worth of "JERSEY CITY" Copper Paint.

"PETTIT" Bottom, Exterior Hull, Topside Paints are serving Fishermen around the entire coast line of the United States...and have since 1861.

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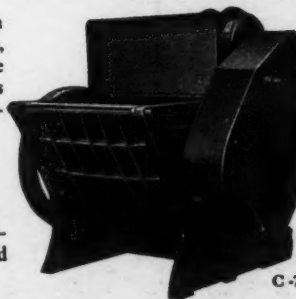
New Bedford, Mass.

ICE BROKEN INTO THIN FLAKES

which will fit in between and without large chunks, which might crush the fish, or slush which makes waste and muss, is produced by

THE CREASEY ICE BREAKER

because of its interchangeable combs and adjustable front plate.



C-72

GIFFORD-WOOD CO. HUDSON, NEW YORK

leum products. It also has ice available and, through arrangements with local merchants, supplies ordered by boat owners will be delivered direct to the dock. The station will also receive and hold mail for boats.

Probably one of the most unique and appealing features of this new station is the fact that it has, off a modern lounge, showers for both men and women.

The Georgetown station is open 24 hours a day and is fully lighted at night. It has an L-shaped dock, 90 feet long on one side and 80 feet long on the other. Gas and oil can be delivered at any point. There is 16 feet of water on one side of the dock; on the other side the water runs down to 7½ feet.

Mackay Radio Promotes W. V. Russ

ANNOUNCEMENT is made by Admiral Luke McNamee, President of the Mackay Radio and Telegraph Company, of the appointment of W. V. Russ as Marine Superintendent of the Company's Atlantic Division with headquarters in New York. Mr. Russ comes to New York from San Francisco where, as Marine Superintendent, he has had much to do with



W. V. Russ

the rapid progress of Mackay Radio's marine operations on the Pacific Coast within the past several years. Mr. Russ will work directly under H. L. Rodman, Mackay Radio General Manager in the East.

Admiral McNamee's announcement states that Mackay Radio is entering this Fall upon an active program to expand further its operations on the Atlantic Coast, particularly in the marine field, and that Mr. Russ' outstanding ability to win for Mackay equipment and operations the favor of Pacific Coast shipping

men has won him the opportunity to head up its expansion program in the East.

The Mackay Radio announcement states further that Mr. Russ' appointment does not affect A. F. Wallis, who continues his successful activities as Commercial Manager for Mackay Radio in the East, nor W. J. Gillule, its Chief Inspector.

Cooper-Bessemer Installations

FOUR Cooper-Bessemer Diesels, aggregating 1,020 hp., have been installed recently in New England vessels. At the I. L. Snow yard, Rockland, Me., a 120 hp. Diesel was installed in the *Louis A. Thebaud*. The *Elvira Gaspar* got a 300 hp. put in at Gorton-Pew's shop, Gloucester, and at the Hathaway Machinery Co., Fairhaven, Mass., a 300 hp. was installed in the *Vandal*, and another 300 hp. in the *Capt. Van Pelt*, a tug boat.

New Style Electric Toilet

A PAMPHLET describing a new style electric toilet has just been issued by the Columbian Bronze Corp., Freeport, L. I., N. Y. The toilet is said to be simple in design, installation, operation and maintenance. Water is supplied by a 6-volt silent rubber-mounted electric rotary pump, located in the engine room. A patented non-overflow feature keeps even the highest seas from backing into the bowl. The unit is 15 in. wide, 18 in. front to back, and 15½ in. high. Free copies of the bulletin are available from the manufacturer.

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FOR BEST RESULTS SHIP TO

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Complete Line of Fishermen's Supplies Including
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Complete stock carried on hand at all times

Steamboat Wharf

Gloucester, Mass.

Try our new DOUBLE DUTY rubber clothes. You get the wear of two suits but you only pay the price of one.

RUBBER CLOTHING

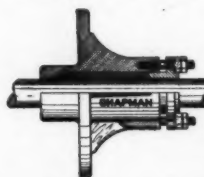
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Manufactured by

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Costs and Improve Operation

Use the

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FALL BARGAINS

Here are a FEW of our offerings: 41 ft. x 13 ft. 6 ins. x 6 ft. dragger, full equipment, Lathrop powered, \$1600. 105.5 ft. x 25.2 ft. x 11.8 ft. fishing schooner, 200 hp. Atlas oil, built 1918, now trawling, \$17,500. Beam trawler, steel construction, 126.6 ft. x 22 ft. x 12.9 ft. Bessemer oil, 500 hp., now trawling, built 1905, A-1 condition, \$35,000. Coasting schooner 76 ft. x 20.2 x 7.6 ft., 110 D.W., in commission, try \$2,500. Bridge deck party boat, full equipment, 46 ft. x 12 ft. x 5 ft., Kermath powered, all new 1934, try \$1,400. And many others. Marine oil engine, 30 hp. C.O. used in fresh water only. 100 hp. Standard, \$1,250. 45 hp. Atlas, \$2,250. 100 hp. C.O., \$1,400. 110 hp. Cooper-Bessemer, \$3,000. 45 hp. Fairbanks-Morse, Model 35, \$890; and many others. Write us as to your requirements. KNOX MARINE EXCHANGE, CAMDEN, MAINE.

FOR SALE

Work boat hull. 85 ft. long, 20 ft. beam, 4½ ft. draft. Hull in fair condition. No power plant. Price \$500 as is. Alder Mfg. Co., Inc., 325 Water St., Warren, R. I.

Rye Boat Yard Changes Hands

WM. EDGAR JOHN, President of Wm. Edgar John & Associates, Inc., has announced that his organization has taken over the operation of the boat yard located at Milton Point, Rye, N. Y. Mr. John is well known as a naval architect and boat builder of many years' experience. His organization has gained wide recognition for their work in eliminating noise and vibration of yacht power plants.

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